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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. X.

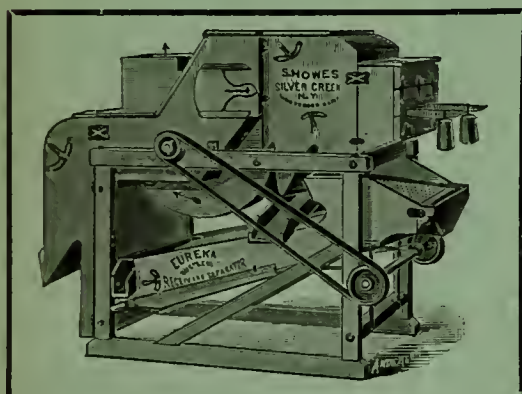
CHICAGO, ILLINOIS, APRIL 15, 1892.

No. 10.

SUBSCRIPTION PRICE,
ONE DOLLAR PER ANNUM.

THE Eureka Grain-Cleaning Machinery

FOR ELEVATOR USE



COMPRISES The Eureka Warehouse and Elevator Separator.
The Eureka Double Receiving Separator.
The Eureka Single Receiving Separator.
The Eureka Aspirating Separator.
The Eureka Corn Sheller, Dustless.

For Circulars, prices, etc., address

S. HOWES, SOLE MANUFACTURER, SILVER CREEK, N. Y.

CONVEYORS

BELTING

* * * Elevator Buckets. * * Elevator Boots. * * Elevator Bolts. * * *

THORNBURGH & GLESSNER



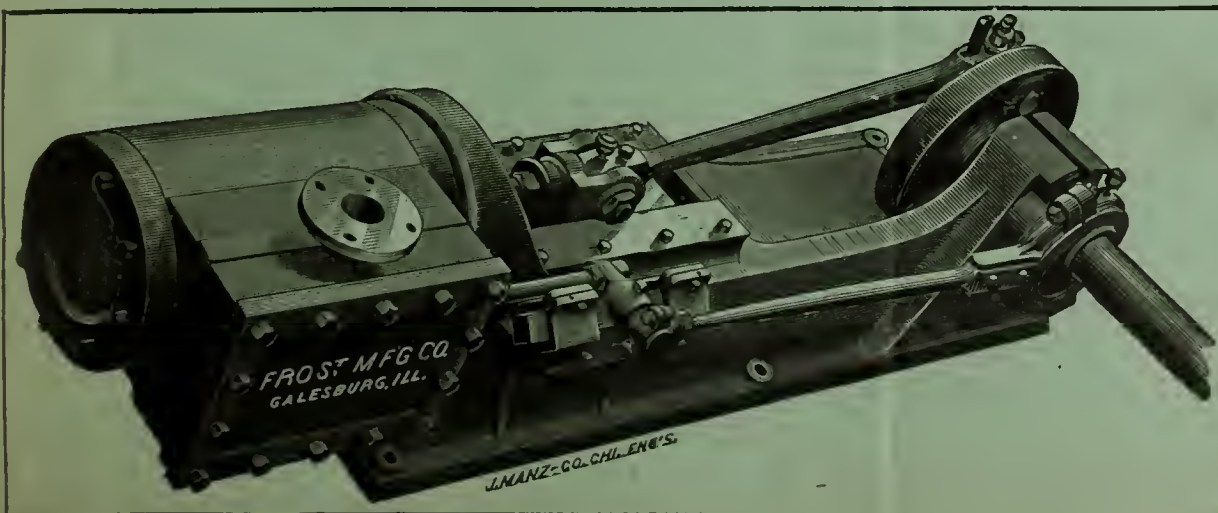
MILL AND ELEVATOR SUPPLIES

110 & 112 SOUTH JEFFERSON STREET, CHICAGO, ILL.

Elevating and Conveying Machinery a Specialty.



* * * * PULLEYS. * * * * SHAFTHING. * * * * HANGERS. * * * *



FOR PRICES AND DISCOUNTS
— ON —

**Elevator Machinery
AND SUPPLIES**

— OF —
EVERY DESCRIPTION,

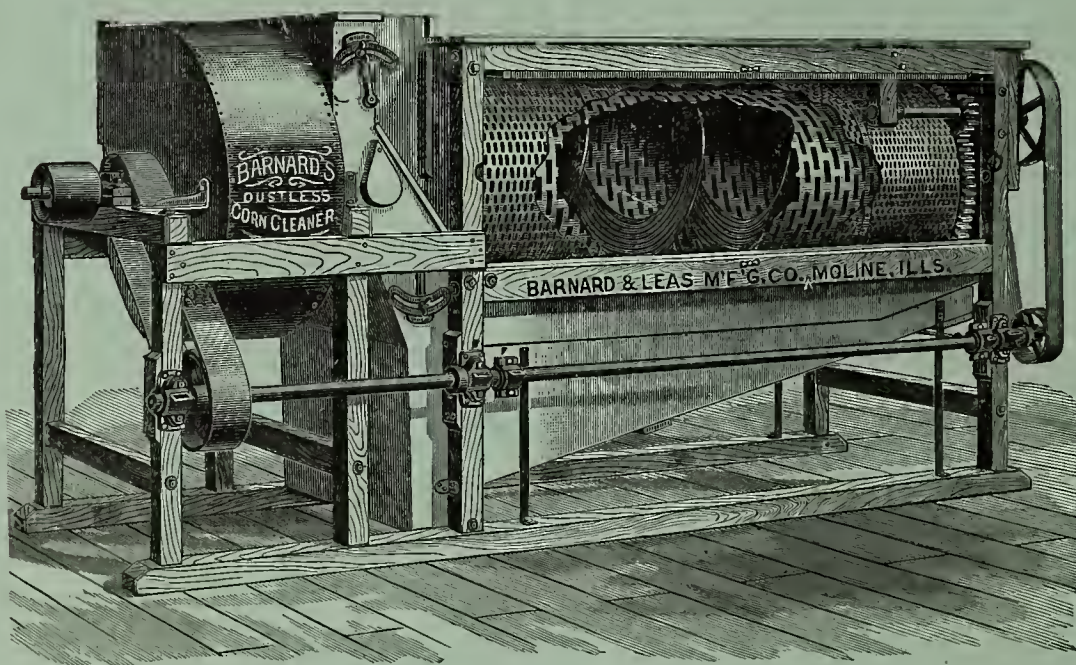
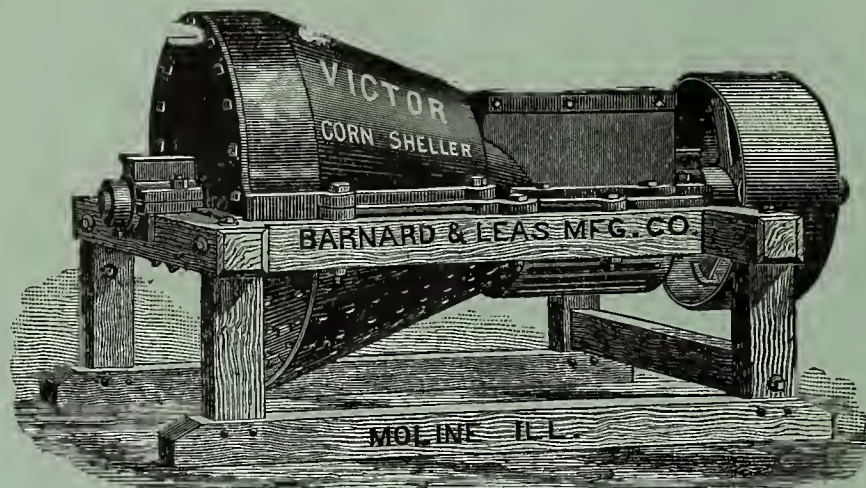
ADDRESS EITHER STEAM OR HORSE-POWER,

**The FROST MFG. CO.,
GALESBURG, ILL.**

AMERICAN ELEVATOR AND GRAIN TRADE.

HERE IS THE BEST

Corn Sheller and Cleaner on earth. Be sure and send your orders to Barnard & Leas Mfg. Co., and get the best.



MANUFACTURED ONLY BY

BARNARD & LEAS MFG. CO.,
MOLINE, - - - ILLINOIS.

— AGENTS —

J. F. PAYNE,
Room 3, Chamber of Commerce, INDIANAPOLIS, IND.

F. C. WALLACE,
Produce Exchange, TOLEDO, OHIO.

JOHN SYPHERS, Henderson, Ky.

F. B. HOTALING, Cor. E. Water and Grape Sts., Syracuse, N. Y.

CHAS. E. MANOR, Stanleyton, Page Co., Va.

CHAS. KEMP, Moroni, San Pete Co., Utah.

WM. R. DELL & SON, 26 Mark Lane, London, E. C., England.

JOHN ABELL, Toronto, Canada, Sole Manufacture, for the Dominion of Canada.

M. M. SNIDER,
1323 Capitol Avenue, DES MOINES, IOWA.

R. C. STONE, Springfield, Mo.

STUART HARE, Enterprise, Kan.

J. M. ALLEN, Lisbon, North Dakota.

THE EXCELSIOR DUSTLESS MACHINERY

WATKINS & CO., COMMISSION GRAIN,
Chamber of Commerce,

PEORIA, ILL., June 14, 1891.

GENTLEMEN:—We have clipped to this date something like 500 carloads of oats with the No. 6 "Excelsior" Combined Clipper and Polisher we bought of you at an expense of only a very few dollars for repairs to replace clipping wallowers. The machine has always been entirely satisfactory to us. We have never had a car of oats go off grade through any fault of the machine. We are buying a great many oats clipped by the "Excelsior" Clipper, and selling to same parties as those from your Clipper, and their oats have frequent claims made back on us.

Yours truly, WATKINS & CO.

BELLEVUE, IOWA, April 17, 1891.

GENTS:—Since purchasing our No. 5 Excelsior Combined Oat Clipper and Polisher of you in March, 1889, we have clipped and cleaned 150,000 bushels of oats, the loss in clipping averaging 6-10 of a pound per bushel, and we have always got the highest price for No. 2 grade oats, while we make no distinction as to quality in our purchasing, but all going to the same bin. This we consider one of the great advantages of a good Oat Clipper. We have always been well pleased with the machine. Repairs just purchased of you, amounting to \$15.00, is all we have had to pay.

Yours truly, REILING & CO.

HOLSTEIN, IOWA, April 10, 1891.

E. H. PEASE MFG. CO., Racine, Wis.

GENTLEMEN:—In regard to the No. 6 Excelsior Oat Clipper and Polisher, and Separator, I purchased of you last fall, I wish to say that it is highly satisfactory and surpasses my best expectations. I have polished about 150,000 bushels of barley with it, and it does this work very evenly, and does not break nor hull the grain. I am now running it on oats that test 28 pounds to the bushel, and raise them up to 33 and 34 pounds, with a shrinkage of not more than 3 ounces to the bushel.

I hesitated some before buying, but now that I know what it will do, I would not be without it for many times its value.

Yours respectfully, F. S. MANSON.

CHICAGO, ILL., Feb. 24, 1891.

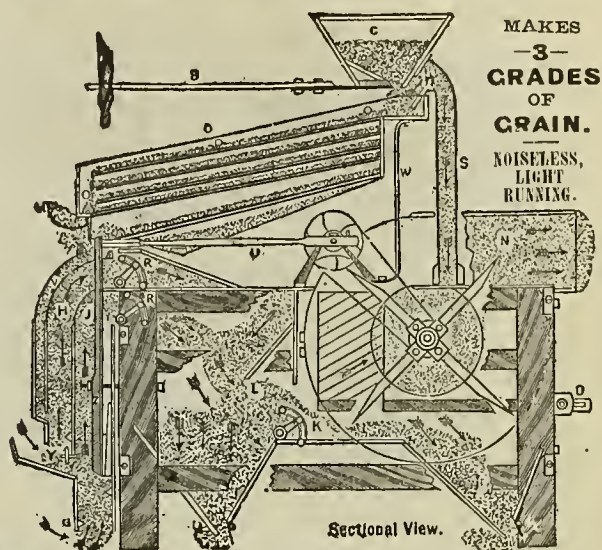
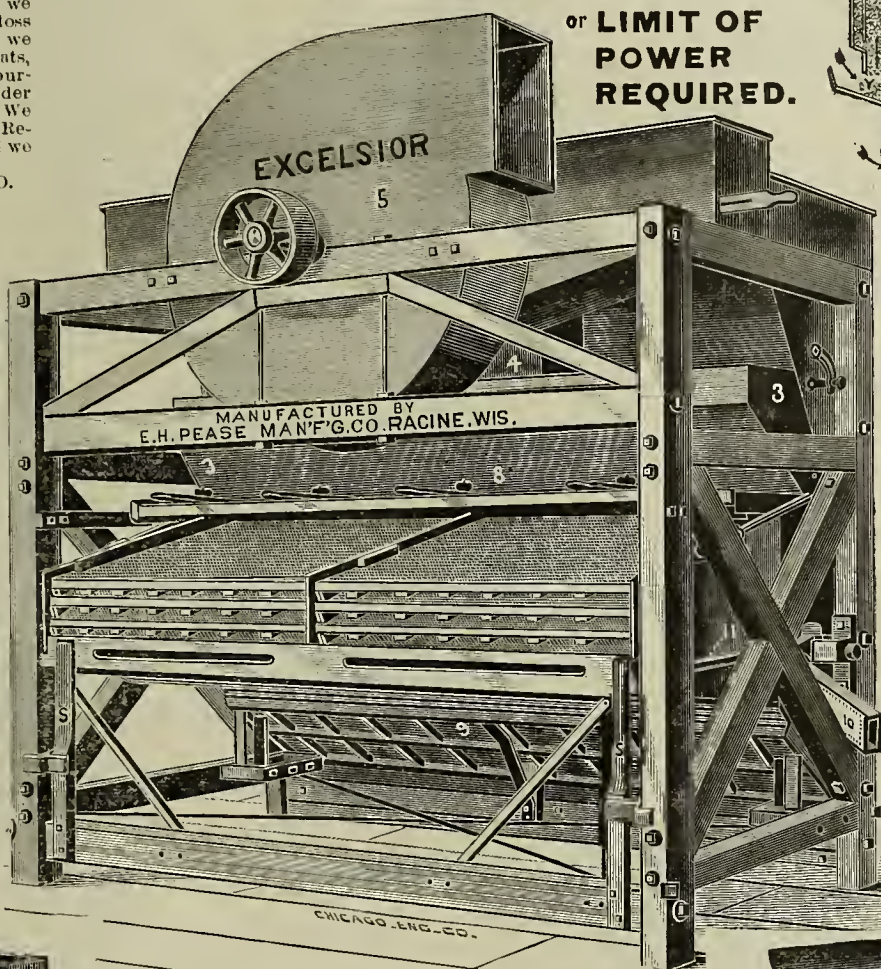
DEAR SIR:

The two No. 8 Excelsior Jr. Oat Clippers we bought of you in June, 1890, are giving splendid satisfaction. We experience no difficulty in raising the weight of oats from 8 to 10 lbs. to the measured bushel. On the 12th inst. we run through the two machines a large lot of very foul No. 3 white oats, testing 27 pounds to the measured bushel, and raised them to a fine, bright quality of No. 2 oats, testing 37 pounds; shrinkage 500 pounds to 1,000 bushels. The shrinkage being largely "hulls," and being separated from the dust, can be utilized in making ground feed.

On the 18th inst. we run 4,500 bushels of oats through in 3 hours, and raised them from No. 3 white, testing 29 lbs., to No. 2, testing 38 lbs.

Yours truly, COLUMBIA ELEVATOR CO., J. E. CAILEY, Sec'y.

HAS NO SUPERIOR IN POINTS OF
CONSTRUCTION,
DURABILITY,
EXCELLENCE OF WORK,
STILLNESS OF RUNNING,
or LIMIT OF
POWER
REQUIRED.



"Excelsior" Dustless Separator and Grader.

—FOR—
SEPARATING, CLEANING AND GRADING
WHEAT FOR MILLING.

OR ANY KIND OF GRAIN FOR
MERCHANTABLE PURPOSES.

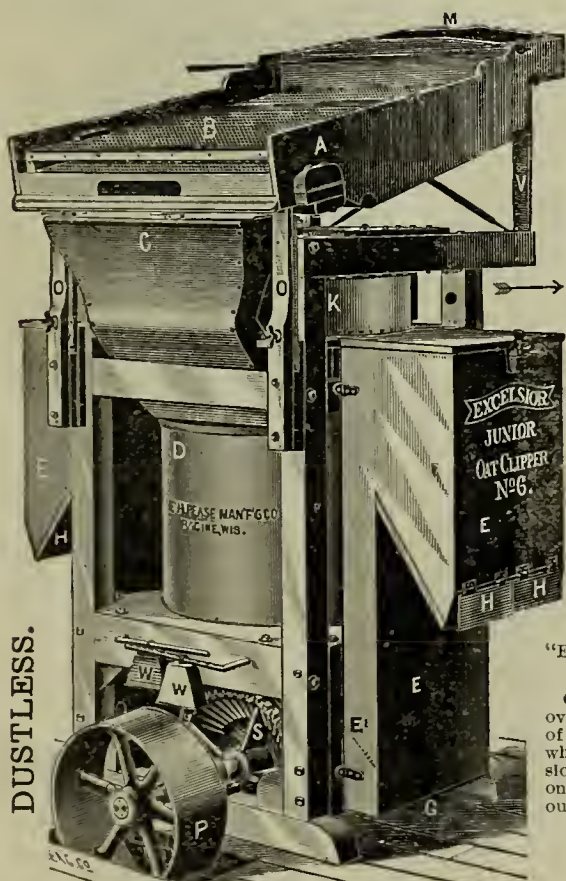
MADE IN 4 SIZES.

CAPACITIES, 150 TO 800 BUSHEL PER HOUR.

CEDAR RAPIDS, IA., Dec. 19, 1890.

GENTS:—The No. 8 EXCELSIOR OAT CLIPPER, SEPARATOR, GRADER AND POLISHER COMBINED, bought of you in January, 1890, is still doing business at the old stand, and giving as good satisfaction as ever. We are now using it to polish barley and it is giving good satisfaction.

Yours truly, MINER & MORGAN.



"Excelsior" Dustless Elevator Separator.

FOR ALL KINDS OF
GRAIN OR SEEDS.

MADE IN 4 SIZES.

CAPACITIES, FROM 300 TO 2,000 BUSHEL PER HOUR.

HAS LARGE SIEVE SURFACE, POWERFUL
FAN AND PERFECT VENTILATION.

GRAIN SHOE IS COUNTER-BALANCED BY
COUNTER-BALANCE SPRINGS.

THE SMOOTHEST

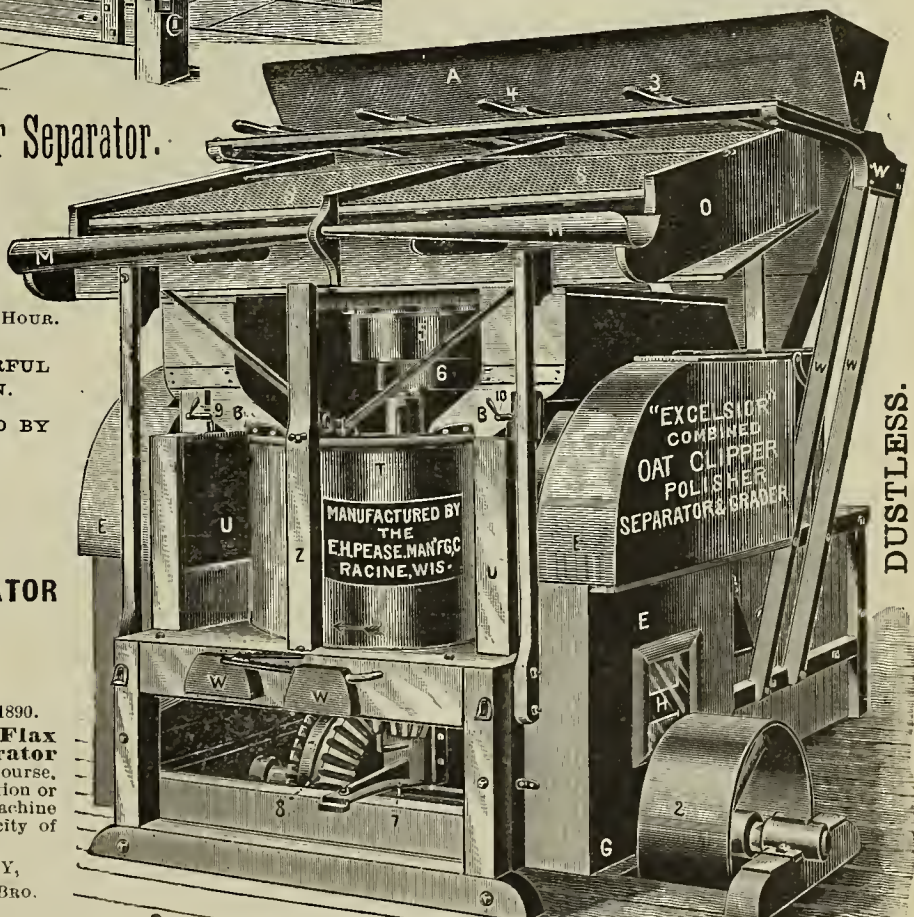
—AND—
LIGHTEST RUNNING SEPARATOR
IN THE MARKET.

"ELEVATOR B."

LA CROSSE, WIS., Nov. 6, 1890.

GENTLEMEN:—Have just made a Test Run of Flax over the No. 2 Excelsior Receiver Separator of 775 bushels per hour without crowding. Of course, when flax is very dirty it would require more attention or slower feed. We are very much pleased with the machine on flax and timothy. It adds one-half to the capacity of our flax reels and of our timothy mills.

Yours respectfully, W. B. CLISBY,
Foreman for W. W. CARGILL & Bro.



"Excelsior" Oat Clipper, Separator and Grader Combined;

ALSO POLISHER, SEPARATOR AND GRADER COMBINED.

THIS "COMBINED" MACHINE May be fitted to fill any or all the capacities of a GENERAL DUST-LESS ELEVATOR RECEIVING SEPARATOR for all kinds of Grain;

OR AS A CLIPPER, CLEANER, POLISHER, SEPARATOR and GRADER OF OATS.

OR AS A POLISHER, SEPARATOR, CLEANER and GRADER of Wheat and Barley.

MADE IN 3 SIZES, WITH CAPACITIES FROM 150 TO 750 BUSHEL PER HOUR.

"EXCELSIOR, JR." OAT CLIPPER, POLISHER and SEPARATOR
FOR CLIPPING, POLISHING, SEPARATING AND
CLEANING OATS.

OR MAY BE FURNISHED WITH SIEVING, ETC.,
FOR POLISHING, CLEANING, SEPARATING AND
GRADING WHEAT OR BARLEY.

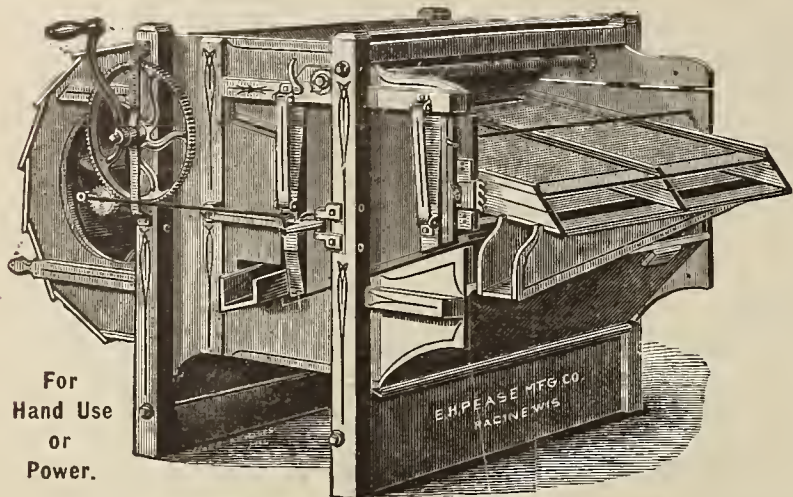
MADE IN 2 SIZES. CAPACITIES, 250 TO 600 BUSHEL PER HOUR.

SEND FOR
CATALOGUE
AND
PRICES
—TO—

E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

SEE PAGES 318, 319, 320, 321.

PEASE WAREHOUSE FANNING MILLS.



For Hand Use or Power.

The "Pease" Side Shake Mills.

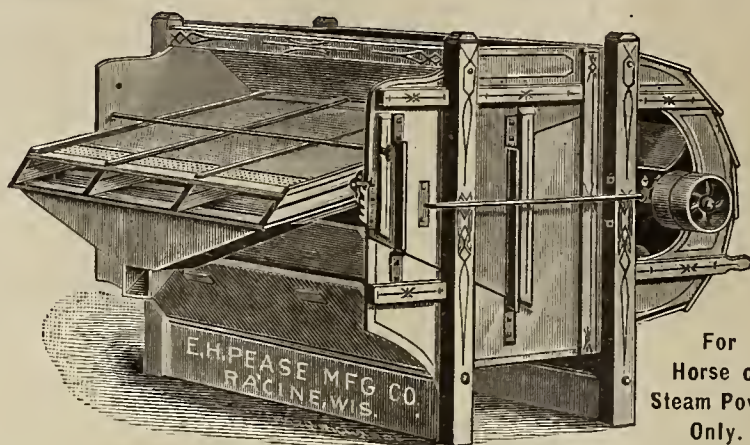
The Cut shows the "Right," or Crank side. On the opposite side are tight and loose Pulleys. These mills are not only a first class mill for general work but are also specially adapted for all kinds of seed cleaning as is attested by the following unsolicited letter, which we publish by permission:

St. Charles, Minn., April 12, 1890.
E. H. PEASE MFG. CO., Racine, Wis.:
Gentlemen:—We have started the No. 2 Mill which we bought from you a short time ago. We find it to be the best Timothy Cleaner we ever saw. It cleans very fast and does fine work. It is far ahead of the — mill for cleaning timothy. We also use a — mill, but it does not come up to the No. 2 side shake we bought of you. Your No. 2 will clean timothy about three times as fast as the — mill does, and does better work than the — does. Your mill is well built and strong. We would not give our No. 2 "Pease" Side Shake for any two — that we ever saw. Very truly,
J. B. ZECHES & CO.

NOTE—The No. 0 machine is not fitted to run by hand power.

	No. 3.	No. 2.	No. 1.	No. 0.
Extreme Height.....	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.
Size over all.....	5 ft 2 in. x 3 ft 4 in	5 ft. 2 in. x 4 ft.	5 ft 2 in x 4 ft 9 in	5 ft 2 in x 5 ft 9 in
Floor to center of pulley.....	25½ in.	25½ in.	25½ in.	25½ in.
Driving pulley.....	6 in. x 2 in.	6 in. x 2 in.	6 in. x 2 in.	6 in. x 3 in.
Revolutions per minute.....	275	275	275	275
Size of hndles.....	2 ft. 6 in. x 24 in.	3 ft. 2 in. x 24 in.	4 ft. x 24 in.	5 ft. x 24 in.
Capacity per hour.....	100 to 200 bu.	125 to 250 bu.	175 to 350 bu.	250 to 450 bu.

HAVE
THE
LARGEST
SALES
OF
ANY
MADE
IN
THE
UNITED
STATES



For Horse or Steam Power Only.

The "Pease" End Shake Mills.

Particularly adapted for use in Horse Power Elevators where power is limited and close cleaning and grading desired. It is strong, durable and noiseless.

The shoe is supported by STEEL springs, hung from above and vibrated by flexible shake-rods with ADJUSTABLE ECCENTRICS. The shake is from front to back, instead of from side to side.

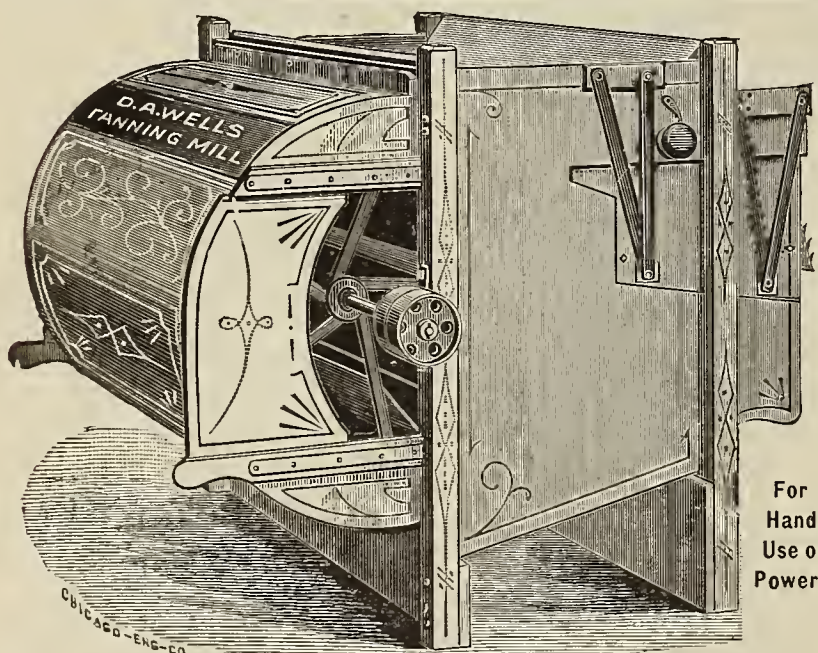
They are fitted with a patent adjustable hopper raiser, not shown in cut, which gives an even flow of grain upon the sieves.

These Mills have MUCH GREATER CAPACITY than any other kind of equal sizes. They are especially adapted for cleaning ALL KINDS OF GRAIN. The side shake Mills are better adapted for cleaning Clover, Timothy, Flax, etc.

NOTE—The pulleys are placed on the RIGHT side of mills or opposite to those showing in this cut, unless otherwise ordered.

	No. 3.	No. 2.	No. 1.	No. 0.	No. 00
Extreme Height.....	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.	3 ft. 6 in.
Size over all.....	5 ft. 9 in. x 5 ft. 9 in.	5 ft. 9 in. x 5 ft. 9 in.	5 ft. 9 in. x 5 ft. 9 in.	5 ft. 9 in. x 5 ft. 9 in.	5 ft. 9 in. x 5 ft. 9 in.
Floor to center of pulley.....	25½ in.	25½ in.	25½ in.	25½ in.	25½ in.
Driving pulleys.....	6 in. x 2 in.	6 in. x 2 in.	6 in. x 2 in.	6 in. x 3 in.	6 in. x 3 in.
Revolutions per minute.....	450	450	450	450	450
Size of burdles.....	2 ft. 6 in. x 30 in.	3 ft. 2 in. x 30 in.	4 ft. x 30 in.	5 ft. x 30 in.	6 ft. x 30 in.
Capacity per hour	125 to 250 bu	150 to 300 bu	200 to 400 bu	250 to 500 bu	300 to 600 bu

THESE MACHINES CAN BE FURNISHED WITH SPECIAL SIEVING TO HANDLE ANY KIND OF GRAIN OR SEEDS.



For Hand Use or Power.

The "D. A. Wells" Warehouse Fanning Mill.

WARRANTED

To clean CORN or OATS at the rate of 800 to 1,000 bushels per hour with the equal of ONE MAN POWER. Sold SUBJECT TO TRIAL. SATISFACTION GUARANTEED!

Designed for locations where power is limited and rapid cleaning is more of an object than close grading.

They have a much larger capacity than our "Pease" Warehouse Mills, but having a larger fan, do not require as high a motion and consequently require less power.

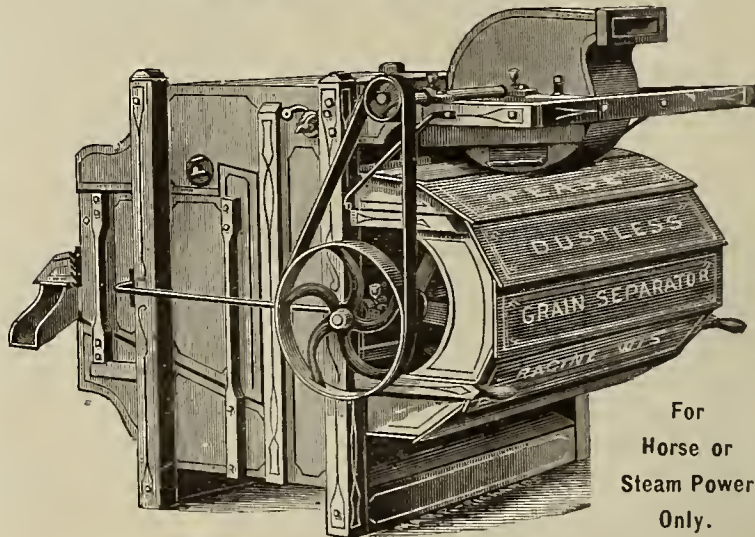
These mills are famous as corn and oat cleaners, where plain elevator work is required, and to be done rapidly.

The sieves are so arranged that they may be put in place or taken out independently, thus enabling the operator to quickly arrange any combination that may be required for the various kinds or conditions of grain to be cleaned.

Extreme height.	Size over all.	Floor to center of pulley.	Driving pulleys.	Rev. per minute.	Size of sieves.	Capacity per hour on corn or oats.	Weight.
4 ft. 1 in.	5 ft 6 in x 6 ft.	2 ft. 3 in.	6 in x 2 in	140	57 in. x 26 in.	800 to 1,000 bu.	425 lbs.

WE
ARE
HEADQUARTERS
FOR
ALL KINDS
OF
MOTIVE POWER
MACHINERY,
FITTINGS,
SUPPLIES AND
REPAIRS
FOR
GRAIN
ELEVATORS,
AND
MILLS.
—O—
SEND FOR
GENERAL
CATALOGUE
AND PRICES
—TO—

The "Pease" Dustless Separators.



For Horse or Steam Power Only.

CHICAGO, ILL., April 8, 1891.

GENTLEMEN:—The "Pease" Dustless Separator I bought of you March 26, 1891, I sold to Wittman & Co., 66 and 68 N. Halsted St. The No. 00 Machine I bought of you January 19, 1891, I sold to F. Grimsell, 80 W. Erie St., and one I bought of you some time ago I sold to Keifer Bros., North Ave. and Halsted St. These and several others of these "Pease" Dustless Separators I have bought of you are being used chiefly for cleaning corn and oats, and any of them will clean as fast as 8x5-inch buckels, placed 12 inches apart and running at the usual speed, can elevate.

All the machines are giving good satisfaction.
Yours, etc., R. D. HILDRETH, Millwright,
53 and 55 So. Jefferson St.

SPIRIT LAKE, IOWA, May, 7, 1891.

GENTLEMEN:—Inclosed find draft to pay for the No. 00 "Pease" Dustless Separator just received from you to take the place of the — Separator. Day before yesterday we put the mill in place, and have been running it on some odd jobs, and the Separator works to our entire satisfaction. The Dustless Fan and Conductor works splendidly, carrying out everything I want it to, and I can put the suction on strong enough to take out grain if I desired. I can regulate the machine just as I want to and am just more than pleased with it.
Yours truly,
D. L. RILEY.

	No. 3.	No. 2.	No. 1.	No. 0.	No. 00.
Extreme Height.....	5 ft. 2 in.	5 ft. 2 in.	5 ft. 2 in.	5 ft. 3 in.	5 ft. 7 in.
Size over all.....	5 ft 9 in. x 3 ft 5 in	5 ft 9 in. x 4 ft 5 in	5 ft 9 in. x 5 ft 3 in	5 ft 9 in. x 6 ft 3 in	5 ft. 9 in. x 9 ft 3 in.
Height to where grain enters.....	4 ft. 3 in.	4 ft. 3 in.	4 ft. 3 in.	4 ft. 3 in.	4 ft. 3 in.
Floor to center of pulley.....	2 ft. 3 in.	2 ft. 3 in.	2 ft. 3 in.	2 ft. 3 in.	2 ft. 3 in.
Driving pulleys.....	6 in. x 3 in.	6 in. x 3 in.	6 in. x 3 in.	6 in. x 4 in.	6 in. x 4 in.
Revolutions per minute.....	450	450	450	450	450
Size of hndles.....	2 ft. 6 in. x 30 in.	3 ft. 2 in. x 30 in.	4 ft. x 30 in.	5 ft. x 30 in.	6 ft. x 30 in.
Capacity per hour	125 to 250 bu	150 to 300 bu	200 to 400 bu	250 to 400 bu	300 to 600 bu

E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

SEE PAGES 317, 319, 320, 321.

THE MOST SUCCESSFUL FLAX CLEANERS IN THE WORLD!

FLAX, TIMOTHY AND CLOVER CLEANING.

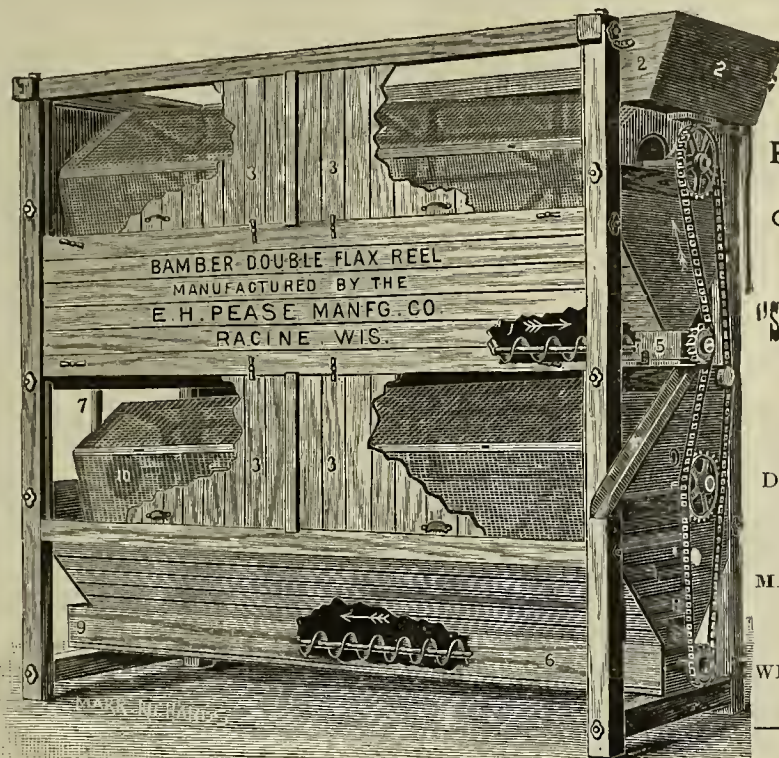
Dear Sirs:—We are using one of your No. 2 EXCELSIOR Dustless Elevator Separators (see page 317 of this paper) as a "scalper" for Flax, and easily run 750 bushels per hour through it. Much of the flax is thus reduced below six per cent. and run directly to our shipping bins. We also have one of your QUADRUPLE Flax Reeling Machines with which we clean rough flax down to two and one-half per cent. at the rate of 300 bushels per hour. We always overcrowd the reels so as to increase their capacity and thus run some flax into the "tailings" which we reclean at our leisure. Of course we should not waste any flax into the tailings and would reduce the flax to better per cent. if we did not crowd the "Feed" on our reels so hard. **We consider the outfit hard to beat.** We also use the Separator to scalp timothy and clover, thereby DOUBLING the capacity of our seed cleaners.

Yours truly,

W. B. CLISBY, Foreman,
W. W. CARGILL & BROS.,
Elevator "B"

LA CROSSE, WIS.,
Aug. 31, 1891.

STRAIGHT OR TAPERED
HAND REELS OF ANY DIMENSIONS
DESIRED. MADE TO ORDER.



Two feet of capacity length for each lineal foot of machine.

Tapered, Hexagon Reels. Revolving on Horizontal Shafts.

All Sprocket Wheels and Drive Chain run perpendicular and parallel with each other.

The lightest running, best made, most durable reels in the market.

Can "Clothe" them with { "BLACK" OR "TINNED" WIRE-CLOTH,
PERFORATED ZINC, OR
PERFORATED SHEET STEEL.

MADE
WITH
ONE,
TWO or
FOUR

REELS
IN A
CHEST
AND
with or without
"SCALPING-SHOE"

REELS
OF ANY
DESIRED STYLE
OR
DIMENSIONS
MADE TO ORDER.

WRITE FOR
PARTICULARS.

HOW IS THIS? A FIVE YEARS' RECORD!

MINNEAPOLIS, MINN., Nov. 28, '91.

GENTLEMEN:—The QUADRUPLE FLAX REELING MACHINE you shipped us here for ELEVATOR "K" belonging to E. P. Bacon of Milwaukee has been running in good shape a month, and is giving perfect satisfaction.

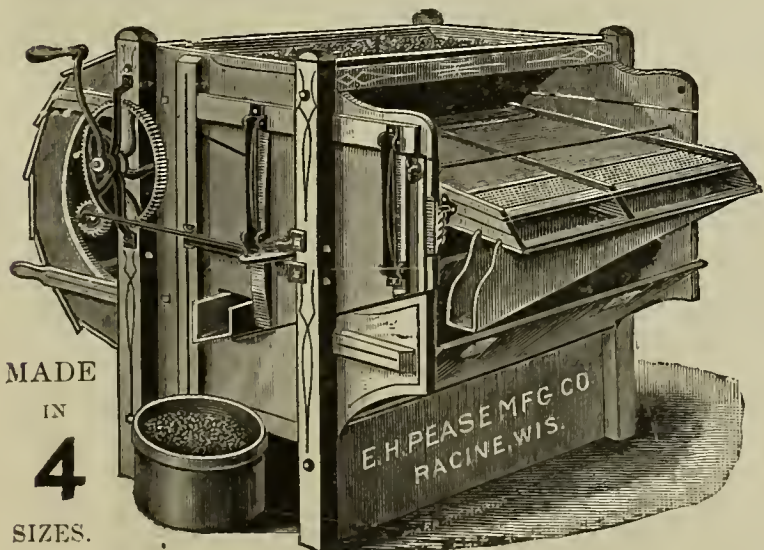
We also have one of your machines of same style and size that has been running in this cleaning house about five years, which we like equally as well.

With either machine, WE CLEAN ROUGH FLAX DOWN TO ONE PER CENT. at the rate of 175 BUSHEL PER HOUR.

Have never seen another as perfect machine for RAPID AND PERFECT FLAX CLEANING. It is a pleasure to recommend your machines, as they are perfect and require little power or attention.

Yours truly,
E. G. TERWILLIGER,
Supt. Elevator "K."

OUR "PEASE" SPECIAL FLAX MILLS —ARE— FAMOUS FLAX CLEANERS FOR SEED FLAX, OR COMMERCIAL CLEANING. FOR COUNTRY GRAIN HOUSES.



MADE
IN
4
SIZES.

FOR HAND USE OR POWER.

This mill is represented with a Grain Hurdle in the Shoe, to show that although especially adapted to Flax Seed Cleaning, it can also be used for all kinds of Grain, making it a universal mill, calculated for all kinds of work. This mill is built upon the same principle as our Side Shake Warehouse Mills, but with more depth of the shoe, in order to accommodate deeper sieves, and a flax screen extending to the extreme front of the mill, a length of four feet. It consequently has greater capacity than any ordinary mill in existence. No flax hurdles are used, as separate sieves work better on flax seed, and afford opportunities for changing the combinations for different classes of work. This mill is equally well adapted to cleaning, separating and screening Timothy, Clover, and other fine seeds.

LOOK HERE!

THIS IS ONLY A PARTIAL LIST OF

LARGE FLAX HANDLERS

WHO HAVE ADOPTED AND ARE EACH

USING FROM ONE TO SIX OF OUR FLAX REELING MACHINES,

—VIZ:—

ALBERT DICKINSON SEED CO.,
MINNESOTA ELE. CO., (Armour & Co.),
CHAS. COUNSELMAN & CO.,
W. L. LUCE (South Elmhurst Elevator),

CHICAGO.

E. P. BACON & CO., MILWAUKEE.

MINNEAPOLIS:

INTER-STATE GRAIN CO.
E. P. BACON, ELEVATOR "K"
STRONG & MILLER.
EMPIRE ELEVATOR CO.
BAGLEY ELEVATOR "X".

WINONA MILL CO., Mankato, Minn.
NESS & MOEN, Peterson, Minn.
INTER-STATE GRAIN CO., Oelwine, Iowa.
SAMUELSON & CO., Stromsburg, Neb.
J. C. SANBORN & SON, Ortonville, Minn.
W. H. STIPP, State Center, Iowa.
GRAY, BABCOCK & SEARS, Ida Grove, Iowa.
S. J. CLAUSEN, Clear Lake, Iowa.
THOS. KOLTIS & CO., Radcliffe, Iowa.
D. C. FAIRBANKS, Dodge Center, Minn.
J. E. KNUDSON, Mason City, Iowa.
CARGILL & BRO., La Crosse, Wis.
STOKES BROS., Watertown, S. Dak.
CLARK BROS. & CO., Manson, Iowa.
BOOR & BENJAMIN, Ashton, Iowa.
BARLOW & LAWRENCE, Thornton, Iowa.
MITCHELL BROS., Manley, Iowa,
AND MANY OTHERS.

E. H. PEASE MFG. CO., RACINE, WIS., U. S. A.

SEE PAGES 317, 318, 320, 321.

THE MOST SUCCESSFUL

MOTIVE POWER EVER INVENTED

FOR

COUNTRY GRAIN ELEVATORS

HERE YOU HAVE IT
IN A "NUTSHELL".

E. H. Pease Mfg. Co.

DEAR SIR:—We have given The Seven Complete Outfits (7 Morton Powers and 7 outfits of Elevating Machinery), bought of you this season, a six weeks' trial and find them all perfectly satisfactory. I consider the Morton Tread Power superior to any other in use. We have taken in at a single house as high as 3,750 bushels per day and used two 900 lb. horses to do the work, and at the same time loaded out 6 large car loads. Yours truly,

WINONA MILL CO.,
Per W. F. PARKER,
Auditor and Builder.

WINONA, MINN., Oct. 24, 1891.

Above Company now (4-8-92) have 9 of these Powers.

WE ARE . . .

SOLE
GENERAL AGENTS

FOR
THESE POWERS

AND
HAVE PLACED STOCKS

FOR

Prompt Shipment

AT

RACINE, WIS.,
MINNEAPOLIS,
COUNCIL BLUFFS,
KANSAS CITY,
MUSKEGON, MICH.

ADDRESS

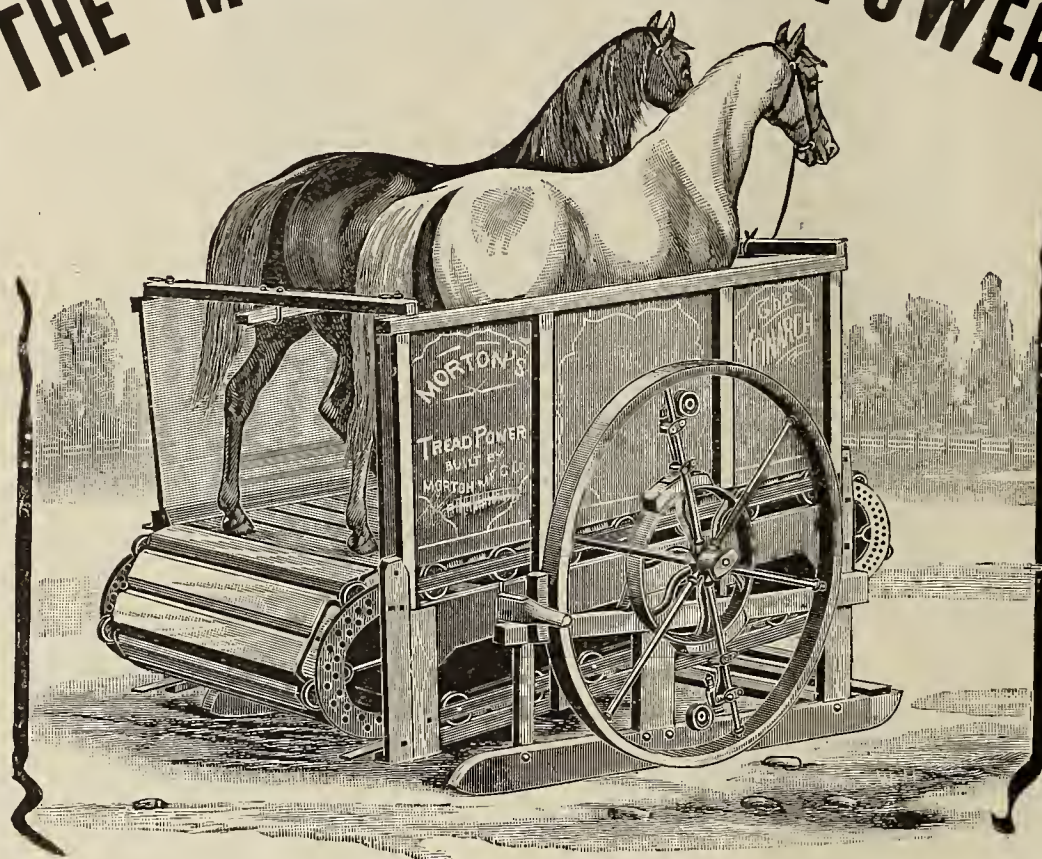
ALL LETTERS AND ORDERS

TO

E. H. PEASE MFG. CO., Racine, Wis.,

SEE PAGES 317, 318, 319, 321.

THE MORTON TREAD POWER



DESIGNED EXPRESSLY FOR GRAIN ELEVATORS.

Style No. 3. For 1, 2 and 3 Horses.

Speed of Main Shaft, 90 to 100 per Minute.

For houses where not more than one, two or three horse power is required, these powers are beyond controversy more economical and satisfactory motors for grain elevators than any steam or gas engine or other horse powers in the world.

THEY ARE THE MOST SUCCESSFUL

BECAUSE

THEY ARE WARRANTED to give as steady motion to the grain elevating machinery, or to grain cleaning machinery as any steam or gas engine of same rated horse power.

They are always ready for business at a moment's notice. There is no fire to build; no steam to get up; no engineer or driver required; no dangers from combustible fuels of any kind; no increased insurance rates; no fire risks.

Our Patent Automatic Governor is furnished with every Morton Power sold without extra charge, and can be regulated to run the power slower or faster in a moment's time. Should a belt "fly off" when power is operating at full speed and work, there will be no change of speed and no damage to power or horses.

IT IS THE ONLY POWER

having an adjustable "elevation" (on which the horses walk) which is an important point of superiority, viz: By the mere turning of a crank, the operator can, at will, give more or less "pitch" to the elevation, thereby developing more or less power as work in hand requires, or lower same to a horizontal position to rest or feed the horses. This can be done when the horses are either on or off the power, without in any way affecting the "line" or the tension of the drive belt. It is the only Tread Power whose revolving platform (on which the horses walk) has a genuine cog-gear driving connection, with gears on either end of drive shaft, the "cogs" of which each consist of an anti-friction (and anti-wear) roller. It is the only Power having self-oiling traverse wheels and has 50 per cent. less traverse wheels and other wearing points, than any other tread power, and consequently is the most free, light running and steady Horse-Power in the market.

This machine needs no attention (except occasional oiling), and can be stopped or started by a rope, having one end connected with brake-lever, and other end at most convenient place in office or grain elevator. The entire expense of this power when delivered, set up, connected and covered with suitable building, will not cost the purchaser any more than the cheapest "Sweep" power and is vastly superior. SEE? It does not require one-quarter as large house as a "Sweep" Power.

HERE YOU ARE AGAIN!

E. H. Pease Mfg. Co.

DEAR SIR:—I am using a Morton Tread Power, Style No. 3, Two-Horse, bought of you a year ago, and am running my stand of elevators which is 34 ft. high, with 5x8 in. buckets, placed 12 in. apart on link-belt, with a 1,050 lb. horse and it has given me better satisfaction than I expected when I bought it. I can do more work than any claim the manufacturers have ever made for it. I can elevate 740 bushels of oats, or 500 bushels corn per hour, with one horse. Yours truly,

J. W. STROMBERG.

ROSCOE, IA., Oct. 26, 1891.

HERE IS A PARTIAL
LIST OF

Recent Purchasers

FOR REFERENCE.

Winona Mill Co., Winona, Minn.,
(9 machines).

M. D. Stevers & Co., Chicago.

C. W. McNoun, Burrton, Kan.

Barnard & Leas Mfg. Co., Moline, Ill.

Frost Mfg. Co., (many Powers),
Galesburg, Ill.

Russell & Miller, Winneconne, Wis.

O. L. Marfield & Co., (many Powers),
Winona, Minn.

Porter Milling Co., Winona, Minn.

Bingham Bros., (many Powers),
New Ulm, Minn.

A. McMichael, Bryant, So. Dak.

A. F. Bornschein, Brandon, Wis.

P. H. White, Credit River, Minn.

B. F. Uplinger, Kingston, Ill.

York Foundry and Eng. Co.,
York, Neb., (many Powers).

J. A. Campbell & Son, Lincoln, Neb.

Geo. Zion, Yarmouth, Ia.

E. Burt, Shannon, Ill.

A. Thorp, Flag, Ill.

Turner & Brenner, Marshall, Minn.

Fawcett Bros., Tacoma, Wash.

Peterson & Smith, Olds, Ia.

J. A. Carton & Co., Aekley, Ia.

McLaughlin & Son, Austin, Minn.

L. H. Neff, Groton, So. Dak.

Bender Bros. & Co., Spencer, Ia.

Logan & Sleeper, Sheldon, Ia.

S. Walters, Bruce, So. Dak.

AND

HUNDREDS

MORE.

SOLE AGENTS

FOR THE

UNITED STATES.

WE ARE HEADQUARTERS

For all kinds of **MACHINERY and SUPPLIES**
FOR POWER TRANSMISSION, GRAIN ELEVATING AND GRAIN CLEANING,

Grain Elevators and Mills,

SUCH AS
SHAFTING, PULLEYS, HANGERS,
PILLOW-BLOCKS, CLUTCHES, COUPLINGS,
GEARS, SPROCKETS, SET COLLARS,
TAKE-UP BOXES, CRANE-SPOUTS,
LEATHER, RUBBER, COTTON AND LINK BELTING,
"FLEXIBLE" AND "SWIVEL" GRAIN SPOUTS,
ELEVATOR BOOTS, BUCKETS AND BOLTS,
"SPIRAL" AND "BELT" CONVEYORS,
"PLATFORM," "DUMP" AND "HOPPER" SCALES,
GRAIN SCOOPS AND POWER GRAIN SHOVELS.

—ALL SIZES OF—
Farm and Warehouse Fanning Mills,
GRAIN TESTERS, SEED TESTERS,
PERFORATED METALS, WIRE CLOTH,
Power Car Pullers, Oat Clippers, Dustless
Receiving Separators,
POLISHERS, SEPARATORS, GRADERS,
CORN SHELTERS, STEAM ENGINES, FLAX REELS
AND SPECIAL FLAX MILLS, "OVERHEAD,"
"SWEEP" AND "TREAD" HORSE-POWERS,
BAG-TRUCKS, SIX-WHEEL WAREHOUSE TRUCKS, ETC.

GAS ENGINES OR STEAM

Capacity, 50 bushels per hour.

GRAIN TESTER.

E. H. PEASE MFG. CO. RACINE, WIS.

Grain and Seed Testing Scale.

GRAIN AND SEED TESTER.

If you don't
SEE WHAT YOU
WANT,
ASK FOR IT.
We have got it.

For
Catalogue
and Prices
address.

E. H. PEASE MFG. CO.,
RACINE, WIS.

SEE PAGES 317, 318, 319, 320.

**SAFEST,
MOST DURABLE
—AND—
Powerful Puller
ON EARTH.**

HANDLES
15 to 20 Loaded
Cars at once on
STRAIGHT
and LEVEL
TRACK
and pro-rata on
GRADES
and
CURVES.

"HERCULES" POWER CAR PULLER.

WESTERN BRANCH:
63-65 S. Canal Street, CHICAGO.

B. F. RYER, MANAGER.



J. J. WALTERHOUSE,

WINNIPEG, MANITOBA,

GENERAL AGENT.

THE
MONITOR
SEPARATORS

HAVE FIRM
FOUNDATION.

DETROIT, MICH., Feb. 15, 1892.
I have had the No. 8 Monitor Warehouse Separator in use for the last 9 months, and it has given perfect satisfaction in every respect. I have been using grain cleaning machinery for the past 15 years, and this is the first machine that I have been able to find that would do as much work as was claimed for it. The Monitor does all that is claimed for it to do, and does it well. My man says he can regulate the cleaner just as is desirable to suit the different kinds of grain to clean. I have not had a single complaint about cleaning wheat that has been run through your Monitor.

DETROIT RAILROAD ELEVATOR CO.,
S. S. BEALS, Superintendent.

ALBION, MICH., Feb. 15, 1892.
The Separators you put in use for us are working to our entire satisfaction. We were so well pleased with the first, that we ordered the second, and have no reason to change our favorable opinions of same.
ALBION MILLING CO.

BROOKLYN, N. Y., Feb. 15, 1892.
The Monitor Separators are the best I have any knowledge of, and are doing much better work than any we have ever used. I believe them to be the best made.
JEWELL MILLING CO.
Per H. S. JEWELL.

COLUMBIA, MO., Feb. 20, 1892.
In regard to the Warehouse Separator bought of you, we are fully convinced of its capacity to do the work you claimed for it, and furthermore it has given entire satisfaction, and we cheerfully recommend the machine to any one desiring a first rate Warehouse Wheat Separator.
FARMERS MILLING CO.

MOSCA, COLO., Feb. 16, 1892.
For convenience and first-class work your Separator in my estimation, is the best now on the market, and I would use no other were yours always to be had. I can especially recommend the Monitor Separator to all millers.
THE MOSCA MILLING CO.

HAYS CITY, KAN., Feb. 16, 1892.
When we bought your Monitor Grain Separator we agreed to make a fair comparison of merit with other cleaners in our mills, and report the result. Therefore we beg to state that we are convinced your machine is the best, and the best is good enough for us. We have had six months' trial and know.
I. M. YOST MILLING CO.

WINONA, MINN., Feb. 15, 1892.
We take pleasure in stating that we find your Monitor Grain Separators to be the best grain cleaners we have ever used, or know of. The two you placed in our elevator have been running steadily all season on barley and oats, and have given perfect satisfaction.
LAMBERTON ELEVATOR CO.

LOCKPORT, N. Y., March 1, 1892.
After using other makes of separators and finally settling on yours for my mill, I am pleased to say that I consider it a first class machine in every respect, that it is less trouble to take care of than any other separator I have used, and I believe it a saving over most other makes of separators.
GEO. T. CHESTER.

HUNTLEY, CRANSON & HAMMOND, SILVER CREEK, N. Y.



A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

Vol. X.

CHICAGO, ILLINOIS, APRIL 15, 1892.

No. 10.

SUBSCRIPTION PRICE,
ONE DOLLAR PER ANNUM.

THE CHICAGO AND GALENA GRAIN HOUSE IN 1857.

The illustration on this page shows the Chicago and Galena Grain House as it appeared in 1857. It was one of the first elevators built in the West, and our illustration is taken from that famous old periodical, *Ballou's Pictorial*, of April 11, 1857, or almost exactly thirty-five years ago. The *Pictorial*, in its "write-up" of Chicago, said: "Chicago has become the greatest grain market in the world. The receipts for 1854 were 2,946,924 bushels of wheat, 6,745,588 of corn, and 4,024,216 of oats, barley and rye, a total of 13,747,728 bushels."

This is not a very bad showing when we remember that the West was young, and Chicago smaller than Duluth now is. Chicago was even then attracting attention as an "infant phenomenon," and it is only fair to say that she has never let go of that attention up to the present time.

GRAIN CAR "BORERS."

"I could afford to give a great many dollars to charitable institutions each year if I had the grain that is stolen while in transit in the United States," remarked Mr. Perrin Clark, a grain operator from Fargo, N. D., at the Leland Hotel, as he read a communication from a farmer in South Dakota, who told how he had shipped 1,500 bushels net of grain and by the time it had reached Buffalo and the exorbitant warehouse tolls had been paid to the combine the grain netted him about \$225.

"Aside from the heavy warehouse drain and storage charges and the natural and allowable shrinkages, that grain, I dare say, lost many bushels by theft," continued the Fargo man. "One of the most ingenious, and at the same time the hardest to detect, plans of stealing grain from cars in transit is the boring process. Great numbers of complaints are daily received at terminal points about the ravages of 'borers.'"

"You know that it is almost an impossibility to move a car of wheat from a Western point to an Eastern mart and keep the car going continuously. That is, it has to be switched from one road's yard to another and very often when a congestion occurs it frequently remains for hours on a lonely side track. There is where the borer gets his opportunity."

"As it is impossible to watch each house in a great city continuously for a night, so it is impracticable for a rail-

road company to watch each car on a sidetrack. The borer is generally a poor fellow who lives near the track and who keeps poultry and perhaps milch cows. To sneak up to a freight train, glide beneath the car, bore an inch hole in the floor and fill several bags from the down-pouring stream of grain is a safe task. Railroad men might pass and repass without observing the 'borer,' who might easily conceal himself behind a truck. Should a man attempt to break a seal and force open a door the chances are that he would be detected. The boring process is safer.

"The depredations of these borers are becoming so

grain is apt to clog up and thereby stop the leakage. Between this evil and the octopus that controls the storage of grain at Buffalo, where the law regarding elevator rates and transactions seems to be violated without fear, the poor grain shipper is kept guessing as to where his profits are coming from."—*Chicago Post*.

A GRAIN DEALER'S HEDGE.

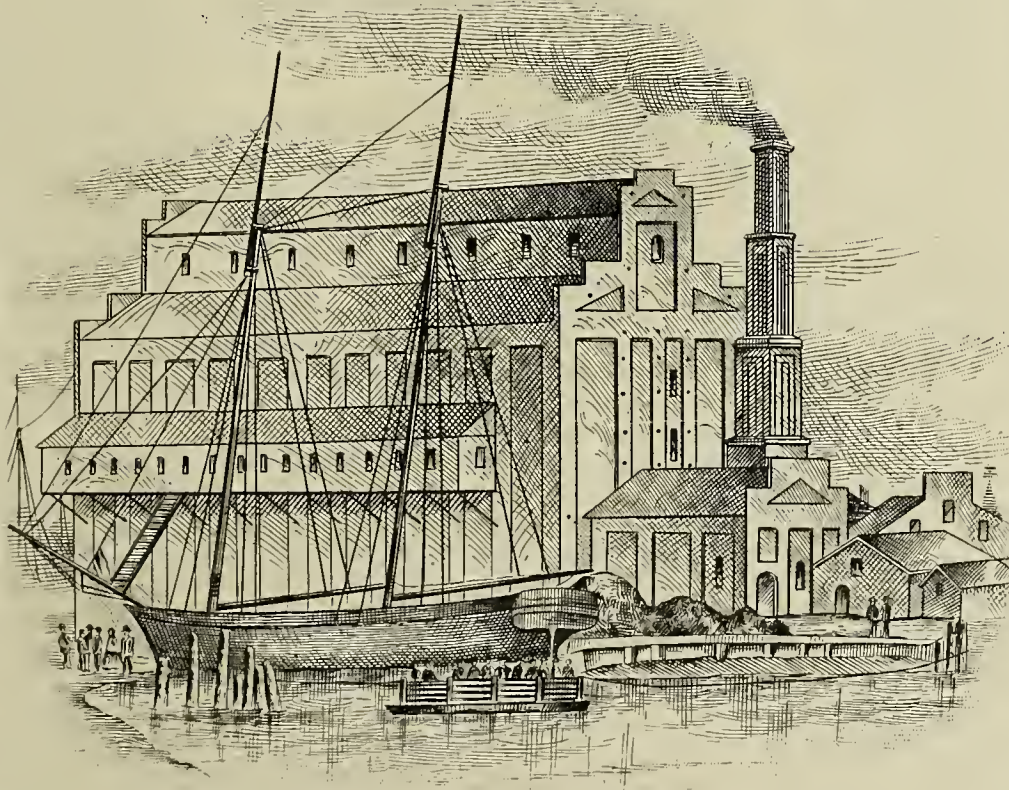
It was at Hudson that we used to bet on the date when navigation would open in the spring, said a Wisconsin gentleman in a recent interview. There were no railroads then. When the first boat whistled in the spring people left their business, and sometimes broke off in the midst of an eloquent prayer—full of statistics and timely gossip and mere mention, news summary, baseball news and household hints—in order to run down to the landing and see the first boat come in.

Messrs. Coon & Platt kept a grain warehouse then on the landing, and one day in winter they made a bet on the date when the first boat would come up the river to Hudson. It consisted of a pair of \$15 boots. One day in early spring Zeph Platt was alone in the warehouse and he thought he would go up in the cupola and with his glass take a squint down the lake on the sly. He was a fat man, and when he got up to the top of the stairs he found that he had arrived there two or three minutes ahead of his breath. Finally he secured it, however, and hastily running his binocular tube along the horizon, he saw, just below Catfish Bar, the dark smoke and gray steam of the first boat.

It meant a pair of boots on him, or rather on Coon at his expense. He turned slightly pale, then he started up-town to find Coon and hedge, which he did by paying him \$10. But he smiled when he thought how he had worked it.

But the boat did not succeed in getting up that day, nor for a week afterward. She struck ice at Catfish Bar and had to stop there, so that Zeph lost his \$10, to say nothing of the cigars and sarsaparilla which he bought for those whose silence he so dearly prized.

Minnesota's Grain Inspection Department employed eighty-nine persons last year of which number 21 were inspectors, 14 helpers, 42 weighmen, 3 registrars, and 9 clerks. When the department was established in 1885-86 57 persons were employed, 15 inspectors, 6 helpers, 28 weighmen, 3 registrars, and 5 clerks.



THE CHICAGO AND GALENA GRAIN HOUSE IN 1857.

alarming that the railroad companies have in many cases doubled their force of watchmen. Strenuous efforts are put forth to capture these marauders and make examples of them. The shippers would not kick so hard if the borers would content themselves with taking a bag or two of grain from each car, but when they drill into a load, fill a few bags and leave without plugging up the auger hole the grain leaks out and is scattered along the tracks for miles. With an inch hole in the floor one can approximate the leakage from a 30,000 pound load. It would be enormous on a trip of 100 miles. Careful car repairers are detailed to watch for these leaky cars and by this species of precaution the poor shippers often save many a dollar. Fortune often comes to the rescue when the car's cargo happens to be oats or corn, as the

DELAY OF SHIPMENTS IN TRANSIT.

Since our last issue we have received a number of communications in regard to delay of grain shipments in transit. We will be pleased to hear from any one interested in the matter. Give us your experience, opinions and suggest a remedy.

MADE TOLERABLY GOOD TIME.

Editor American Elevator and Grain Trade:—We have shipped but little grain to Eastern markets on the last crop harvested, and our shipments to local points have generally made tolerably good time.

Yours truly, **BELTZ BROS.**
Minneapolis, Minn.

FORTY-EIGHT HOURS.

Editor American Elevator and Grain Trade:—I have suffered no particular delay, as I did not happen to be moving anything during the car blockade. I consider two days a reasonable time to transport shipments 100 miles.

Yours, **E. F. NORTON.**
Tallula, Ill.

A VEXATIOUS QUESTION.

Editor American Elevator and Grain Trade:—The question of delay in shipments from the West is a vexatious one, and any effort to change the present method would meet with our approval. However, we have no plans to suggest as to its reformation.

Yours very truly, **R. McKNIGHT & SONS.**
Philadelphia.

A FREIGHT AGENT'S REMEDY.

Editor American Elevator and Grain Trade:—I have your letter and also a copy of the AMERICAN ELEVATOR AND GRAIN TRADE. At the present time we have nothing especial to say in regard to delay of shipments in transit mentioned through the columns of your paper.

Yours truly, **C. L. THOMAS,**
Asst. Gen. Freight Agent, Chicago & Erie R. R.
Chicago.

TRANSFERRED TO OTHER CARS.

Editor American Elevator and Grain Trade:—While we are shippers we sell here for shipment but do not know anything about the length of time that our grain is in transit except very occasionally we are notified that a car does not arrive when we usually find it has been transferred into a car of some other number which parties have already received.

Yours truly, **A. B. TAYLOR & Co.**
Minneapolis, Minn.

DELAY SHOULD BE PREVENTED.

Editor American Elevator and Grain Trade:—We have suffered a good deal of loss and damage by delay in shipping since the last crop was harvested, but it would be too much trouble to us to give the detailed information. We think there should be some way by which the delay could be avoided, but we have no plans at present to suggest by which it could be corrected.

Yours respectfully,
JOHNSON-BRINKMAN COMMISSION CO.
Kansas City, Mo.

NO COMPLAINT ON DIRECT SHIPMENTS.

Editor American Elevator and Grain Trade:—We have confined our shipments to the Canadian Pacific Railway, and have had no reason to complain about delivery of cars at all. In fact, we can conscientiously state that we think the biggest delay through this country has been by shippers shipping to points for orders and the cars lying there until their contents were sold. All shippers that have shipped through direct we have heard no complaints from.

Yours respectfully, **PARRISH & LINDSAY.**
Brandon, Man.

DISCUSSION WILL BENEFIT THE TRADE.

Editor American Elevator and Grain Trade:—We have been rather fortunate this season and cannot refer to a single car where we have suffered actual loss. Our losses this season have resulted principally from lack of cars to load in. We have, however, in past seasons sustained serious losses amounting to thousands of dollars, which we attribute entirely to delay in transit. We would not venture an opinion as to the proper time that should be occupied in running 100 or 1,000 miles, but will say in a general way that we think you are on the

right track on this subject and a wide discussion will result in benefit to the trade.

Yours truly, **JAS. P. McALISTER & Co.**
Columbus, O.

100 MILES PER DAY.

Editor American Elevator and Grain Trade:—We have at times been seriously inconvenienced by long delay in the delivery of grain, and at times the loss caused by a decline in the market would be quite considerable; to what extent the railroad should be accountable we do not feel competent to say.

One hundred miles per day for long distances should be a small mileage for the railroad companies to guarantee; we should be satisfied if freight should travel from original point of shipment as fast as that.

Yours truly, **LAHAN & So.**

ESTABLISHED TIME.

Editor American Elevator and Grain Trade:—My trade is all local, and has not been affected by the delays in transportation for export trade.

Ten hours is reckoned as a day by freight conductors, and they are supposed to run 100 miles in that time, so that this would establish the time needed to run a freight car 100 miles.

Just now, on account of strike of railway trainmen, we have nothing moving, and, as markets are, some of the grain men think it a blessing in disguise.

Yours, etc. **STEPHEN NAIRN.**
Winnipeg, Man.

DAMAGES RECOVERABLE IN THE COURTS.

Editor American Elevator and Grain Trade:—In reply to your inquiry I beg to say that damages for unreasonable delay in the delivery of grain by carriers are more properly recoverable in the courts. The case, it is true, might be brought before the commission, and if the complaint is sustained by the evidence an order might issue directing the carriers to cease and desist from such delay. Whether any reparation would or could be awarded by the commission is a question that cannot be answered in advance of hearing and decision.

I inclose a copy of the Act to regulate commerce, and also copies of some recent decisions by the commission, directing the carriers to make reparation to injured parties.

Very respectfully, **EDW. A. MOSELEY,**
Secretary Interstate Commerce Commission.
Washington, D. C.

COULD NOT GET CARS.

Editor American Elevator and Grain Trade:—I have had no trouble this last season in having grain delivered after it was once loaded; but when the railroad company claimed that there was a blockade I could not get cars, and consequently suffered about \$1,000 loss on the grain that I was forced to hold on a down market.

I noticed at the time of the blockade the grain receipts at Chicago were not half of what they had been a month before. I have not shipped much grain farther east than Chicago this season.

What most troubles me is the shortage on grain at Chicago, which runs from 400 to 1,000 pounds per car, and which I know is all wrong, as I sell considerable grain to oatmeal millers and private elevator men this side of Chicago, and the weights hold out all right. The custom of taking the stencil weight marked on the car, instead of actually weighing the car back when unloaded, I think will account for a great share of the shortage.

Yours, **JAS. S. ROWE.**
Wilton, Ia.

UNITED EFFORT OF SHIPPERS.

Editor American Elevator and Grain Trade:—Nearly all of our shipments of grain since last harvest have been unusually long in transit to the seaboard. We had two cars eighteen days from Urbana to Pittsburg, 240 miles. We had several cars eighteen days Urbana to Philadelphia and one car twenty-two days. These were all over the Pennsylvania Road. We had two cars thirty-five days by the Erie Road going to Connecticut. We have received notice this morning that a car shipped ten days ago to a point 250 miles on the Erie Road had not yet arrived. Delay in transit is a daily occurrence almost with us.

We have been unable to secure any damage for these unreasonable delays, although the loss has been very great to us.

We think the evil could be abolished by united effort on the part of shippers and perhaps legislation fixing a

reasonable time in which grain should be carried by rail, say, 150 miles in 24 hours, the railroad company to be responsible for all damage caused by delay over a fixed time. We are charged demurrage if we delay their cars over a fixed time. We want damage if they delay them, over a reasonable time.

Yours truly, **C. M. BENNETT & Co.**
Urbana, O.

DELAYED BY SCARCITY OF CARS.

Editor American Elevator and Grain Trade:—With but few exceptions, our cars have been forwarded by the railroad company promptly and in reasonable time.

Our trouble up here is not caused by delay in transit, but is more on account of a scarcity of cars to move grain during the busy season. Altogether we consider that the road with which we do business (the Great Northern) does as well as could reasonably be expected.

It is our opinion that to secure damages from common carriers for delays of grain in transit would be a very difficult matter. We see no remedy for the evil unless it be competition. We would consider twenty-four hours for 100 miles reasonable; for a long haul of 1,000 miles 100 hours.

Yours very truly, **HEISING BROS.**
Northwood, N. D.

FORCIBLY REMINDED.

Editor American Elevator and Grain Trade:—I have not kept a record of cars delayed in transit, nor figured the loss in consequence, yet am forcibly reminded of both. My losses were also augmented by the delay in getting empties to load.

There certainly is no way of getting damages only through legislation, and that grinds slowly under the "back lashes" of strong corporations combined. To abolish the evil of these corporations having things all their own way is, I confess, a problem beyond my capacity to solve. Competing lines only add to the strength of the combination, and strengthen their fortress. There are many other losses of equal importance to shippers that I could mention that present the same difficulty to find a remedy.

Yours truly, **SHIPPER.**

THE GERMAN METHOD.

Editor American Elevator and Grain Trade:—Noting several correspondents in your March issue relating to delay of shipments in transit, would suggest for consideration the introduction in this country of what is known as the "German method." By this we understand it is the duty of the railroad companies to name in their tariffs the time they require for the transportation of merchandise from and to all points precisely as they publish their passenger time cards, and a guarantee to the shippers that these times will be conformed to. The guarantee to consist of a rebate of say one cent per 100 for every day's delay after 48 hours—in other words, let the railroad companies apply the same rule to themselves as they do to the shippers in the Car Service rules. This would be an equitable course of reciprocity. How does it strike the average shipper? Is there anything in it that the railroad company could object to? Let us hear from them on the subject.

Yours truly, **MAGUIRE & Co.**
Cincinnati, O.

A TRAFFIC MANAGER'S VIEWS.

Editor American Elevator and Grain Trade:—In reply to yours would say the subject of unreasonable delay to shipment in transit is one that can hardly be dealt with upon general principles. There are delays both with the shippers and consignees and sometimes with the railway companies.

Shippers frequently have cars held over for orders many days. The consignees sometimes will not take delivery, and we often have had our cars under load on railways in the East for several weeks. Then again there are periodical rushes of traffic which it is impossible for the railway companies to at all times provide for. I believe as a rule every railway company finds a large proportion of its rolling stock lying idle for many months of the year. For instance, while navigation is open the companies that I represent have frequently two-thirds of their rolling stock lying idle on sidings; and under such circumstances it appears to me to be unreasonable to expect railway companies to add very greatly to their equipment.

For the last twelve months while the Car Service Asso

ciation has been in operation, cars have not been delayed as much as they used to be, which, of course, is greatly beneficial to the railway companies and also to the shippers.

Yours truly,
GEO. B. REEVE.
Traffic Manager Chicago & Grand Trunk Ry.
Chicago.

SUBJECT TO TRANSFER.

Editor American Elevator and Grain Trade:—We could not begin to figure the amount that we have lost on grain delayed in transit, and as for the number of cars we have delayed and the number of days delayed, it would take a good deal of figuring to give you this amount. We really could not suggest any plan for securing damages, as it would be hard to establish what the damage was, as if our corn alone had arrived at New York, without regard to any other shipments, within ten or twelve days after date of shipment, it would have broke the market so much, we do not know that we would have been any ahead by it. Undoubtedly, all delays and blockade of shipments last winter were caused by Eastern lines keeping their cars for hauling lake stuff and furnishing nothing for Western lines to load or transfer into.

In regard to time for transporting grain 100 and 1,000 miles, we would look upon 48 hours as reasonable time for 100 miles and about twelve days for 1,000 miles.

COMMISSION MERCHANT.

GRAIN TERRIBLY DELAYED.

Editor American Elevator and Grain Trade:—Replying to your letter asking to what extent we have suffered loss since the last crop was harvested by unreasonable delay of grain in transit, will say that our grain has been terribly delayed, but don't know that we have suffered any great loss.

We have corn out, shipped in December, to Toledo, Philadelphia and Baltimore, which we have not got returns for yet, but as the corn was all sold delivered at the Mississippi River, and simply for certain shipment, delivery not guaranteed, the delay is no serious loss to us, but it is, no doubt, to the parties that bought the grain.

Our greatest loss has been on flour and grain we shipped last fall to Chicago, which was held out for three or four weeks at a time on side tracks outside of town, which the company claims was on account of the blockade there. I have understood that the grain could have been delivered much more promptly if the "Q" people had been willing to let it go to any of the elevators.

As regards suggesting any plan for securing any damages from the company on account of unreasonable delay, I do not know that I have any suggestions to make as I have never given the matter any thought. Really, I suppose the road would naturally do all it possibly could to make prompt delivery. Don't see any object it could have in doing otherwise. Further than this, I have no remarks to make.

Very truly yours,
O. A. COOPER.
Humboldt, Neb.

HAVE SUFFERED FROM DELAYS.

Editor American Elevator and Grain Trade:—We sell very little grain so we are unable to give you much information; but we are, however, pleased to see you are investigating the unreasonable delays on the part of the railroad companies. It is a matter of great importance and we think it should have the attention of the merchants throughout the country. The railroads are certainly very unreliable, and it is nearly impossible to secure any redress for loss incurred by unnecessary delay on their part.

Last summer we sold a lot of hams shipped from Chicago which were out twenty-seven days, during which time they became heated and on receipt had to be resold at a loss of 3 cents per pound. We made a claim on the railroad company for damage, but as yet have not been able to get any settlement. We hold to-day bill of lading for car of lard shipped from Chicago via the Green Line March 8, making thirteen days out, and we can hear nothing of it, notwithstanding we are tracing it from both ends. We sold the lard to be delivered in a reasonable time, which time has elapsed. The parties have sent for the lard, but we were unable to deliver, owing to the unreasonable delay on the part of the railroad company.

Now the question arises, "Who is responsible, should the parties decline to take the lard?" The market has

declined an eighth cent in the past few days, and it is very probable that the parties to whom we have sold will do so unless we allow them the $\frac{1}{8}$ cent decline. This will make the loss fall on our firm, all due to the neglect on the part of the railroad company.

We think six days for a full car from Chicago to Charleston, S. C., is ample time, and ten days for less than a car. These delays are so frequent that we find it nearly impossible to sell anything in less than car lots to be shipped from Chicago, which makes a great discrimination against said point and a loss to us. We are perfectly willing that you publish this letter over our name as we are sure we are voicing the opinion of our merchants here. We would also be pleased to bear the opinion of some merchants in other sections.

Yours truly,
J. N. ROBSON & SON.
Charleston, S. C.

RECOMMENDS GOVERNMENT OWNERSHIP.

Editor American Elevator and Grain Trade:—I buy feed and grain from millers and grain dealers in the West, on orders from my customers at nearly all stations in Orange, Sullivan and Delaware counties, New York, and also handle the Duluth Imperial Mill Company's flour in this city and vicinity. During the past year three per cent. of my shipments have been unreasonably delayed in transit, some carloads arriving at destination a month behind time.

It is impossible to accurately state the actual loss incurred by Eastern dealers from failure to deliver goods in a reasonable time; the purchaser, as a rule, does not order very far in advance of his requirements, hence, if the feed, grain or flour does not arrive in a reasonable time, he is out of stock and loses money by loss of trade; also, in many cases, he blames the jobber for the non-delivery. If markets advance he accepts the shipments on its arrival; but if a serious decline in value has occurred then there is often trouble and loss to the seller.

The sole and only remedy for all existing evils connected with our present defective transportation system is Government ownership and operation of our railroads. A volume might be written on the abuses and outrages a long-suffering public has endured at the hands of the moguls and millionaires who control the roads; but until an awakening of the business men occurs I have no expectation of any improvement.

It is almost impossible to collect just claims against the railroads; for them to be paid within a year is, I believe, the exception.

R. R. CORDNER.

Middletown, N. Y.

SHOULD PAY \$5 PER DAY FOR DELAYS.

Editor American Elevator and Grain Trade:—We have suffered losses amounting to thousands of dollars on the past crop in consequence of unreasonable delay of grain in transit. We shipped grain from Missouri in November, which did not reach New York until the last week of February, and we have had several hundred carloads shipped from Missouri in December that did not reach New York until the latter part of February or the first of March; some of it has not reached there yet. The delays are inexcusable. We are obliged to send men out to trace the cars ourselves, and have found where they have been sidetracked for a week or two weeks at a time. We have had several thousands of cars delayed the past season.

The railroads are very prompt to charge demurrage (which is proper, and facilitates business, for the farmer and grain dealer are bound to suffer if cars are used for storehouses), but shippers should have some redress also, and railroads should transport a carload of grain 125 miles, or at least 100 miles every twenty-four hours; and failing so to do should pay \$5 per day (or any part thereof) thereafter, which consignee should have the right to deduct from freight bill when presented, and if demurrage charges are in excess of freight, owner should have the right to retain the amount due out of subsequent shipments.

I have never objected to demurrage charges, but approve of them. It makes my men more prompt and gives me a better check on them. I honestly believe if railroads were obliged to suffer for the evils in question, as indicated herein, that it would ultimately be of vast benefit to them pecuniarily.

If railroads cannot handle grain with promptness they should notify shippers and decline to take the grain until they are in a position to move it promptly. This idea of a railroad taking grain from a shipper and sidetracking

it for weeks at a time should be stopped, in justice both to the shipper and the railroads. It blocks up the road, makes it more difficult to handle what grain is moved, ties up cars, and incurs big loss to the shipper.

I trust you will be successful in bringing about a remedy for this greatest of evils. The delay in grain shipments this year has cost me unnecessarily thousands of dollars for interest alone.

Yours truly,
SUFFERING SHIPPER.

SHIPPER MUST TAKE ACTIVE MEASURES.

Editor American Elevator and Grain Trade:—We have suffered a very great deal of annoyance and perhaps \$500 loss since last harvest by delay on the part of the transportation companies, and our customers East and West have without question suffered a loss of five times the above amount from that cause, on grain we have handled, for in most instances we have tried to keep ourselves in position so that we should not be accountable for loss by delayed cars.

The number of cars we have had delayed beyond a reasonable time would perhaps include 30 per cent. of our shipments, and we have averaged about twenty cars per day. As special instances of outrageous delay, will say that we had one car to arrive at East Fairfield, Vt., March 10, which was shipped from here January 16. Another shipped January 14 to Highgate, Vt., is still unaccounted for. While in the former case we suffered no loss, because the grain was not damaged, yet our customer there claims his loss to have been \$100 because of that delay and his being compelled to buy corn at that small country point at exceedingly high prices.

The railroads seem very anxious that shippers should pay demurrage in every instance where there is a delay beyond the time allotted for loading or unloading by the Car Service Association, and it seems to us that if that rule were to be made to apply to a reasonable time for transportation and the railroad companies compelled to pay demurrage on the extra time consumed beyond what was reasonable, that it would have a very great influence on the dispatch given to all shipments. We should consider that ten days ought to be the maximum time allowed for any shipments from points in our state to reach either New York, Philadelphia or Baltimore, or any interior points in the states of New York, Pennsylvania, New Jersey, the Virginias or Maryland, and that twelve days should be the maximum time for shipments to New England points except perhaps those in Northern Vermont, New Hampshire and in Maine, where perhaps fifteen days might occasionally be necessary to reach destination.

These delays seem to grow worse from year to year, and probably will do so until shippers and receivers take some active measures to compel the payment of damages in some form or other from the railways for inattention to business intrusted to them. An employe who gave such inattention to work intrusted to him as the railroads have done for the past year would be promptly discharged, but from the nature of things we cannot discharge the railroads. We are compelled to use them, and as they cannot be discharged why should they not be punished in some way for neglect.

Yours truly,
SEEDS & SCOTT.
Columbus, O.

DISCRIMINATE AGAINST LINES AT FAULT.

Editor American Elevator and Grain Trade:—You are on the right track when you try to show up the damages, loss and inconvenience to shippers in the West and buyers in the East on account of slow movement and uncertain delivery of grain.

We are large shippers, and work as middlemen between shipper and buyer, and know whereof we complain. Our losses have been very heavy in the past few years, on account of the slow movement of corn during the months of November, December, January February, March and April, the corn arriving out of condition and entailing a heavy loss. During the last four years we think that the damage to new corn shipped from Ohio; Indiana and Illinois to the seaboard and to interior Eastern points has not been less than \$200,000 per year for the months named, all on account of the corn being in transit for more than a reasonable length of time and arriving out of condition.

Besides this cause for loss another serious one exists namely: If an Eastern buyer contracts for corn or grain for delivery at a certain time or within a reasonable time, and the railroad company from some unknown cause delays movement and the market has declined, the grain is

sure to be refused by buyer and resold at a heavy loss. We can cite hundreds of such cases in our business, where cars having been in transit, say four weeks, from Ohio to New England points were refused on arrival on account of delay. We now have in transit cars of grain to New England points that were shipped as early as December 28, and not yet in, and the probability is that when the grain does arrive it will be worthless on account of heating. A great reform is needed in this respect. Railroad companies are well organized for maintaining good paying rates, but do not give such service as they should. We have known of instances recently, where shippers who have sold stuff for Eastern delivery became alarmed at the unreasonable delay, and advised consignees to abandon the property to the railroad company on arrival if it should prove to be out of condition, with the intention of collecting damages to the extent of the value of the property when shipped. We have such a case now in process of preparation for the courts, and we think Hancock & Co. of Philadelphia have several such cases on their hands.

We think that our losses on account of grain being in transit an unreasonable length of time and refused because of a decline in prices amount to over \$1,500 for the past twelve months, and that this loss has been made in all on about one hundred cars. This, of course, is our loss, and besides this, we have had more than one hundred cars delayed on which no claim was made by buyers, they assuming loss and inconvenience on account of the delay. Again, on the item of grain damaged by being in transit so long, we have had losses in the past twelve months amounting to over \$5,000 on about 175 cars of corn that would not have occurred had reasonable time been made in transit. Out of about 3,500 cars of grain we shipped in the past twelve months, 30 per cent. have been delayed in transit beyond a reasonable time, many of them twenty, twenty-five, thirty, forty, fifty, sixty and seventy days out. We have no trouble on short hauls. Even if the railroad companies are negligent, it is possible for shippers to locate the cause of delay when it does not take place over 100 miles distant, but when it has gone off one road to another it is hard to locate.

We consider three days ample time for carrying 100 to 200 miles, four days for 300 to 500, and eight to ten days for 1,000 miles.

We see no remedy except in careful state legislation and in discrimination by shippers against lines that are at fault. The revenue from grain traffic, with many lines, is greater than that of any other commodity, and even greater than the passenger traffic, and we believe that the great trunk line that will bring about a reform in this particular will profit very largely. We could write pages on the subject, as it is of great interest to grain men, and any improvement in service would be of untold value to the trade.

Respectfully, _____ BUCKEYE.

A FEW NUGGETS.

Editor American Elevator and Grain Trade:—We have not kept any special record of delays in transit, and losses in consequence would only be approximate. Slow movement of corn to Chicago last fall cost us 5 to 8 cents per bushel. One car routed to St. Louis Oct. 20, 1891, was out twenty-one days, and took the decline of about 10 cents per bushel. Five days' time should deliver a car of grain from Central Kansas to either market. Cars are out frequently three to five days to Missouri River points. In the winter of 1889-90 cars were out from thirty to ninety days billed to Eastern seaboard points, which necessitated buying in against sales. Such delays generally afford no profit to the shipper or consignee. In all such cases we find the country shipper performs labor without compensation, taking what is left after the usual freight is deducted. If a fixed charge is made for performing certain service by a railroad company, we fail to see why such service should not be performed in a limited time. Where the service is continuous over one line, as the Santa Fe and Rock Island to Chicago, we see no good reason why a minimum of ten miles per hour, or 240 miles per twenty-four hours, should be out of reason. A minimum of 100 miles per day is just that kind of railroading which begets blockades and creates a scarcity of cars. The latter speed will work quite effectively on keeping down dividends on the stock of the road, and has a similar effect on the grain dealer's business.

If a limit of forty-eight hours is established for loading or unloading a car, we see no good reason why a railroad company should not furnish cars within forty-eight hours

after they are ordered for loading, and a failure to do so should entitle the holder of such grain to \$1 per car daily for the time he is delayed waiting for cars, the same as is usually charged for demurrage.

We do not think that a railroad company performing its part promptly, where the haul is over two or more lines, should suffer where the connecting line or lines may be wholly at fault. If Congress is vested with authority to regulate commerce between the states (and we believe that is a fixed principle or fact not denied), we should say the first thing to do is to get on top of the wind bag, i. e., the Inter-State Commerce Act, as illustrated by your cat, and the Anti-Option Bill, on page 307 of your journal, and knock the wind out of the whole. Our view of it is, then, to create a new commission, to be composed of one substantial and experienced shipper or receiver from each state, who shall be in authority over rates, time of shipments in transit, claims for damage and demurrage, car delinquencies or shortages, with power to divert to any market in case terminal lines default in handling shipments, power to grant fees and enforce proper terminal facilities, power to authorize the building of new railroad lines where necessary, power to create and enforce a uniform bill of lading and classification, and power to permit the railroad companies to pool earnings on a tonnage or percentage basis when not hurtful to public interests or concerns, also power to enforce a continuous service and overcome the unnecessary and uncalled for delays in transit, which too frequently occur by one line acting in an unfriendly way with its connections because of some stock jobbing scheme to affect the stock or interests of such company.

We have a car of coal in to-day from Leavenworth, routed via Topeka care the Rock Island, yet it was not so delivered at Topeka, and arrives via the Union Pacific. It is either an oversight of the U. P. or a square freight steal. Possibly it may be a blind pool way of disobeying instructions. As further evidence of injustice we will give facts in a case we have now on hand. The popcorn rate on car lots from here to Chicago is 25 cents per 100 pounds, via the Missouri Pacific route, distance about 700 miles, while the rate on same to Kansas City, Mo., is 24 cents per 100, car lots, distance 185 miles. Is this not a beautiful comparison?

Put on your cat here, and squeeze out more wind for Morrison and his commission. In our Southwest trade in some instances the short haul gets 46 cents per 100, and the long 35 and 40 cents per 100 pounds. These things, however, are tariff, still they are little nuggets unobserved by those not interested, as we shippers sometimes are.

Respectfully, _____ KANSAS SHIPPERS.

SCHEDULE TIME FOR DELIVERY.

Editor American Elevator and Grain Trade:—In answer to your inquiry we could cite a great number of cases where cars shipped from Western points to the seaboard and to points in the Middle and Eastern states have occupied from thirty to ninety days in transit, while under ordinary circumstances and with reasonable promptness and efficiency on the part of the railroads, the time occupied should not exceed from eight to fifteen days. It was only the other day that we had before us a shipment from Monticello, Ill., to Harford Mills, N. Y., in which the car was eighty-seven days from the point of shipment to Waverly, N. Y., where we were finally obliged to stop it short of its destination, as our customer naturally and with perfect justice refused to receive it after such an extraordinary delay. We have also had, within the last few days, to dispose of a shipment from Morton, Ill., to Winsted, Conn., which was eighty four days in reaching its final destination.

During the past winter we had a great number of cars from points beyond the Mississippi River which were from thirty to sixty days or more in reaching Philadelphia. It is true that we were shipping at that time very largely, having in transit constantly, for several weeks, from 2,000 to 3,000 cars, but after making due allowance for the congested condition of some of the Western roads, owing to the unprecedented volume of grain shipments, it remains a fact that many cars were delayed beyond all reason, and while it is impossible to estimate accurately all the loss that we have suffered on this account during the past winter, we should place it at from \$750 to \$1,000, besides various specific cases, such as those mentioned above, where we have made claims on the carriers for the loss, but the prospects of recovering the same are uncertain.

We would suggest an amendment to the Inter-State

Law, by which the carriers shall be held legally responsible for damages on the basis of the following schedule of runs:

1,000 miles not to exceed 12 days.
1,500 miles not to exceed 18 days.
2,000 miles not to exceed 24 days.
2,500 miles not to exceed 30 days.

This is based on a run of eighty-four miles in twenty-four hours, which under ordinary circumstances we consider a fair allowance.

In this connection we wish to state that the time occupied by shipments over the lines of the Pennsylvania Railroad, the New York Central & Hudson River Railroad, the Philadelphia & Reading Railroad, particularly its newly acquired Lehigh Valley system, also over the New York, New Haven & Hartford, and the Boston & Albany roads is, as a rule, entirely satisfactory, and we believe it to be the experience of most shippers that these roads maintain their motive power and their equipment up to such a standard as to insure the really prompt movement of freight consigned to their care.

The greatest troubles arise from the delays on the roads west of Pittsburg and Buffalo, but we at present forbear to name the delinquents, but unless some improvement in the service is made during the coming year we shall, in duty to ourselves, feel called upon to bring these roads more prominently into notice as being entirely below even the average standard of what is considered a first-class American railroad. The carelessness and ignorance manifested by the subordinate agents and officials of some roads would be a matter of surprise to the public if fully illustrated.

It has often been the case that the men who manage these roads which give inferior service charge their competitors of a higher class with cutting rates in order to secure the volume of business which they are constantly handling, or they wonder how it is done. The real reason is to be found in the superior equipment, organization and system of such roads as the Pennsylvania, Reading-Lehigh Valley, New York Central and others. These roads have a system by which a close and accurate record is kept of the movement and location of cars on their lines, and the superintendents of the different divisions are held responsible for the prompt handling of business entrusted to them. The confirmation of this view is to be found in the fact that the tonnage, both East and West bound, of the high class roads just mentioned, is constantly increasing, and were it possible to maintain an absolute equality of rates, the natural law of the "survival of the fittest" would be illustrated on a large scale, as it already has been to some extent, by the growth and progress of those roads which perform the functions of carriers with prompt and reliable dispatch and to the satisfaction of their patrons.

Yours truly, _____ HANCOCK & CO.
Philadelphia, Pa.

ELECTRIC PLANT IN AN ELEVATOR.

One of the elevators of the Niagara Company, Buffalo, N. Y., has recently been fitted with a combination electric plant from which arc and incandescent lamps are obtained. The dynamo is an automatic compound wound machine. The arc lamps are placed on the dock and in the freight yard, and incandescent lamps are scattered around through the elevators where most needed. A large number of portable lamps are provided, which can be carried into bins and also on board vessels when at the dock. The arc lamps are connected to the incandescent circuit and the wiring is done in such a way as to provide seven different loops or circuits, all under the control of the engineer, so that from the engine room he can turn on or shut off the lights in any part of the establishment. By the introduction of electric lights it is claimed that the insurance rate has been greatly reduced and it is calculated that the lighting will be much cheaper than could be obtained from gas.

The hop growers of Puyallup and White River valleys, Washington, are sending to Congress a petition against the bill introduced in the house by Fitch of New York to reduce the duty on hops from 15 cents to 8 cents a pound. The hop growers of the state of New York have already taken similar action. The Fitch bill is introduced in the interest of the brewers of the East, whose beer is protected at the rate of 40 cents a gallon in bottles and 20 cents a gallon in casks. No reduction in this duty is proposed.

GALVESTON ELEVATOR.

The approaching completion of the 1,000,000-bushel elevator at Galveston, now being built by James Stewart & Co. for the Galveston Wharf Company, and the offering of the house for lease, gives us an opportunity to refer again to the immense increase in the exportation of grain via Southern ports.

In March, 1890, we referred to the grain movement through New Orleans in connection with the elevator for the L., N. O. & T. road, which has since grown beyond all expectation, and the successful handling of grain at this point has resulted in the erection of this 1,000,000-bushel elevator at Galveston, which is the largest grain elevator built south of St. Louis.

As shown on the cut published herewith from Messrs. Stewart & Co.'s drawings this elevator is built in the most modern manner, with battering cupola covering the entire building. It is built on the new

leys, driven by spur mortise gears and friction clutches to each leg. In the story under machinery floor there are fourteen receivers of 1,000 bushels' capacity each, and on scale floor fourteen 1,000-bushel hopper scales. Shipment to vessels is made through fourteen iron shipping spouts to vessels on each side of the elevator, and is so arranged that three vessels may be loaded at the same time if necessary, the elevator having a capacity of delivering 70,000 bushels per hour to vessels.

The equipment throughout is of the highest character. The belts were supplied by the Revere Rubber Company, including the 42-inch 8-ply main driving belt from the engine.

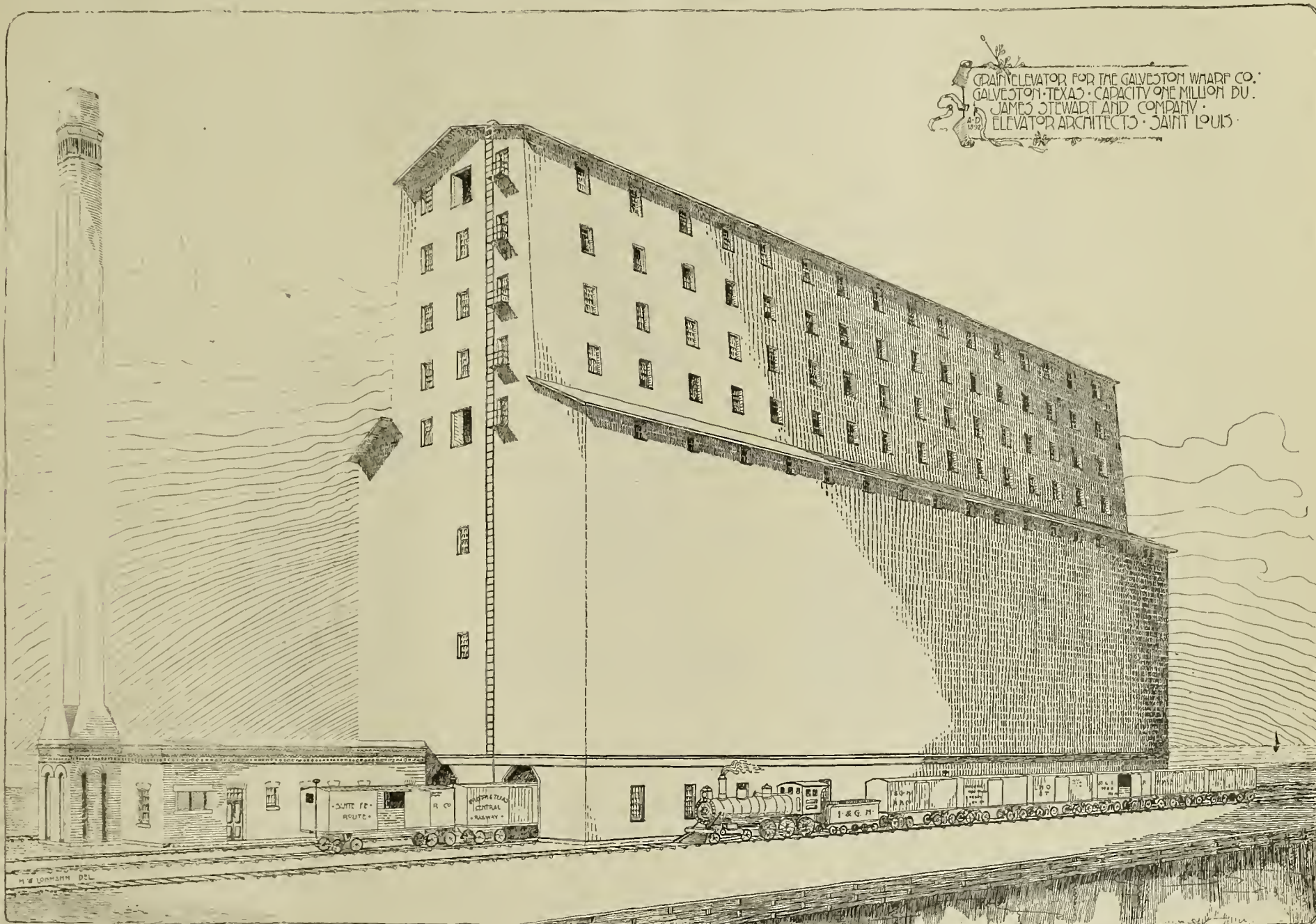
The power plant is housed in a brick and iron fire-proof building, and consists of two 7'x28' internally-fired Galloway Boilers, having a capacity of 600-horse power and set in battery connected with a brick stack 150' high. The engine is a 17½"x30½"x33" Tandem Compound Buckeye Condensing Engine. The condenser is

WANT THE INTER-STATE COMMERCE LAW AMENDED.

The Board of Directors of the Milwaukee Chamber of Commerce, recognizing that the Inter-State Commerce Law is not bringing about the desired results, has adopted the following resolutions:

Resolved, That we recommend to Congress to so amend the Inter-State Commerce Law that corporations as well as the agents and employes be made indictable; that the reports and findings of the commission shall have the same force and effect of reports of masters in chancery in Federal courts in cases of subsequent judicial proceedings; to authorize and empower the Inter-State Commerce Commission to employ competent and permanent counsel to represent them in any litigation they find necessary to the enforcement of the Inter-State Commerce Act and their decisions and orders under it.

Resolved, That the Inter-State Commerce Committee



GALVESTON ELEVATOR.

dock at the foot of Fourteenth street, Galveston, and is reached by belt railroad tracks by all railroads entering the city. There is water on three sides of the dock, a depth of thirty feet having been obtained at this point.

The elevator proper is 84'x287', with 243 bins, cribbing 65' high at sides and 72' in the center, with a four-story cupola. The exterior of the building is covered with No. 24 corrugated galvanized iron, and the roof with Taylor's Old Style I. X. roofing tin. Fire escapes and stand pipes are provided at each end of the building from ground to roof, and a complete system of Grinnell Automatic Sprinklers will be furnished, with local electric alarms.

The elevator will have two interior unloading tracks, with seven shipping spouts and seven receiving elevators, each with a capacity of 5,000 bushels per hour. The elevator will be able to receive and ship to vessels 300 cars of grain in ten hours. Steam shovels are provided to each set of legs and a car puller to each track. On the lower floor there has been placed a full line of Richmond Elevator Separators and a steam grain dryer.

A passenger elevator from the ground floor to the top of the cupola saves many steps to the operatives.

The elevators are all supplied with 72-inch head pul-

leys, driven by spur mortise gears and friction clutches to each leg. In the story under machinery floor there are fourteen receivers of 1,000 bushels' capacity each, and on scale floor fourteen 1,000-bushel hopper scales. Shipment to vessels is made through fourteen iron shipping spouts to vessels on each side of the elevator, and is so arranged that three vessels may be loaded at the same time if necessary, the elevator having a capacity of delivering 70,000 bushels per hour to vessels.

There is throughout the elevator a complete system of electric incandescent lights, electric call and signal bells, speaking tubes, conveniences for weighmaster, and apparatus for the extinguishment of fire with attachments to stand pipe and hose to same on each story.

The work was commenced about December 1, and required 3,500 piles, which were driven thirty feet below low tide, at which height they were cut off and piers carried up of dimension stone and capped with granite.

The elevator will be completed and ready to receive grain by June 1. It was designed and erected by James Stewart & Co., elevator architects and builders of St. Louis, Mo., who have also under contract the elevator at New Orleans for the Texas & Pacific Railway Company.

The charge for grain inspection in Minnesota is only 20 cents per carload.

for the United States Senate be urged to recommend such amendments as will strengthen the law and effectually prevent all rebates or unjust discriminations. Also that said committee carefully consider whether experience has not shown that it is necessary that poolings of earnings be permitted to railway companies in order properly to protect their interests, provided such pooling be under the control of the Inter-State Commerce Commission, to prevent any excessive charges or other abuses, and whether such permission to pool earnings will not best conduce to the prevention of unjust discriminations.

Grain dealers when in convention assembled should adopt similar resolutions and send copies to their representatives in Congress. The necessity of the law's amendment can also be impressed upon Congressmen by petitions and letters.

We imported in January and February \$128,101,523 worth of merchandise, against \$128,280,232 worth in the same months of 1891; and during the twelve months ending in February we imported \$828,142,234 worth, against \$825,196,035 worth in the corresponding period of 1890-91.

THE NORDYKE & MARMON BRAN PACKER.

This invention, formerly known as the "Falcon Bran Packer," was suggested by the needs of those doing at times an export business in bran, and has finally resulted in the perfection of a machine capable of packing an equal weight of soft, light bran in the same space required by the same number of pounds of hard packed flour, and in packages of sizes suited to either export or domestic demands, at the same time packing much faster, it is claimed, and requiring less power than other machines for the same purpose.

In the operation of packing, the bran is first let into the large hopper back of the machine, then flowing into the funnel it is force fed down through the tube by the auger, which is constantly revolving, at the same time having an up and down stroke and in its downward stroke forces the bran into the sack. As the up and down stroke of the auger is caused by the crank on the lower gear, and this movement being reinforced by the balance wheel, it is apparent how the bran is compressed after it is screwed down. Therefore it needs no argument to prove that power is effectively applied. This machine delivers the incoming bran at the center of the package.

In this packer about half of the bran is put in the sack with scarcely any power. To illustrate packing as it progresses, we provide sketches 1, 2, 3 and 4, the bran rising up around the tube, filling the sack, which, when full, the compression begins (see Fig. 2), and not until then is much power used, and even then it is evident that the auger meets with but little resistance on its up stroke and with but little more on commencement of its down stroke, which resistance increases until it reaches its lowest point, where the maximum pressure is attained and at the point where the flywheel exerts its power see Fig. 3).

As soon as the density of bran increases at end of tube sufficient to force down the platform, then compression is perfected throughout the sack as platform descends (see Fig. 4), and when platform goes downward to the proper point, it springs the trip which allows the weighted valve to close, thus cutting off the inflowing bran. The machine, however, does not stop when sack is full; the bran is simply cut off, thereby avoiding scattered bran, labor, and the objectionable crash and injurious effect of stopping and starting.

As soon as the filled sack is taken out of the jacket, the platform ascends automatically and gently, so that the operator finds it ready for slipping an empty sack over the tube, and then by one movement closes the jacket, thereby setting the trip, which at same time opens the valve and packing again begins. When sacks are previously sewed, all excepting a hole to admit tube, no jacket is necessary, but with this packer (see Fig. 5), the mouth of the sack is closed by the jacket around the tube, so open sacks can be used. In the jacket used with this machine the defects of the old style are remedied. There is but one latch, which cannot possibly "hang." This latch has adjustments to change the circumference around the jacket to fit various sizes in same nominal sized sacks, thus avoiding all bursting.

The advantages claimed for this machine by the manufacturers are: First, less than one-half the power is required to pack an equal quantity of bran; second, it easily packs an equal weight of bran in packages of same size and weight of hard packed flour; third, packs faster than other machines; fourth, more durable and less noisy; fifth, will pack in any desired size of sack without changing augers.

Dealers and millers have experienced considerable annoyance in handling bran, and have been looking forward to the perfection of a packer with a considerable

degree of anticipation as a means of relief. The manufacturers, the Nordyke & Marmon Company of Indianapolis, Ind., will mail descriptive circulars and such other information as may be desired upon application, and quote the reasonable price at which it is sold.

AVERTED A PANIC.

The following story is told of A. J. Sawyer in connection with the corner in wheat that caused the failure of the Fidelity Bank and the Harper trouble in Cincinnati. Few know that it was Mr. Sawyer's nerve that stopped the decline in the market at the darkest moment, but it is nevertheless a fact. He was living in Duluth at that time. Some friends of his were on the verge of disaster. They were holding 400,000 bushels of wheat and had to let it go, or be ruined. Mr. Sawyer saw a chance to save them. He swore them to secrecy; then buttonholing three or four operators he secured their promise to co-operate with him, and each agreed to take 100,000 bushels from the firm. Stepping over to the telegraph office, Mr. Sawyer dictated telegrams to New York and Chicago. When all was in readiness he stepped into the pit and bid for half a million bushels of wheat. His associates proved loyal to him. They were the only ones in Duluth that could unload on his hands, and they were pledged not to. The firm that was staring ruin in

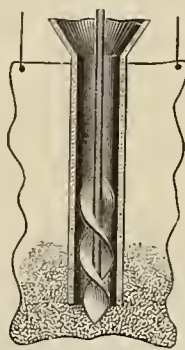


FIG. 1.

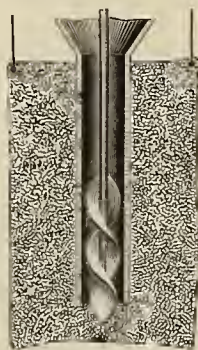


FIG. 2.

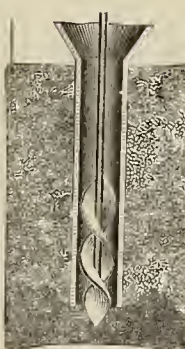
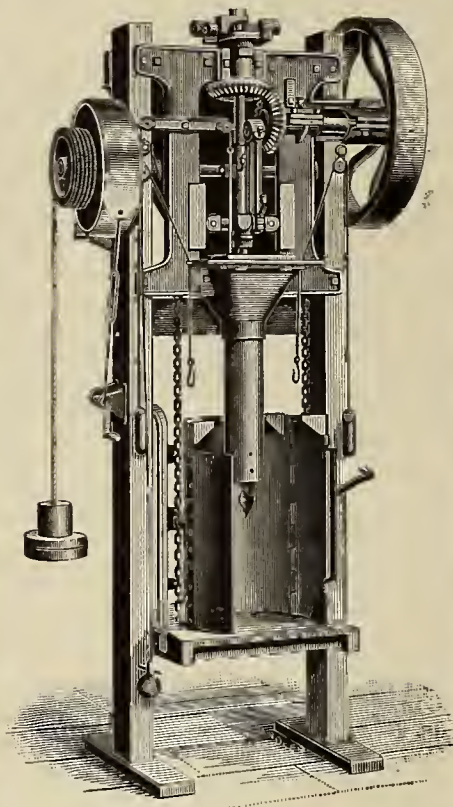


FIG. 3.



FIG. 4.



THE NORDYKE & MARMON BRAN PACKER.

WELLAND CANAL TOLL ON GRAIN.

With the approach of navigation comes the usual uncertainty over the canal tolls. For years past the Minister of Railways and Canals has been in the custom of issuing annually an order-in-council granting a rebate of 18 cents per ton from the ordinary tariff of 20 cents per ton on all grain transshipped at Canadian ports from the lake carriers. Sometimes this order-in-council covers grain transferred to Canadian vessels at the port of Ogdensburg, and sometimes it does not. Hence the uncertainty and worry of which the steamship companies and grain shippers complain. In 1890 the order-in-council covered all grain coming to the port of Montreal, and thus grain coming via Ogdensburg was included; but, unfortunately for the shipping trade of this port, one Canadian transportation company had already secured a contract from the Ogdensburg Transit Company to carry all their grain to Montreal, and consequently its rivals, finding themselves shut out from any share in the traffic, raised such a storm of loyal opposition that last year the Government became frightened at the old stereotyped cry of "Canadian trade for Canadian vessels," and, when the order-in-council came out, the previous extension of the rebate to all grain coming to this port was revoked, and the rebate granted only on grain transshipped at Canadian ports. Naturally the shipping trade rebelled against

this ruling. They argued that to allow the rebate on grain transshipped at Ogdensburg would not in the least hurt the interests of Kingston or Prescott. It would simply divert grain seeking its outlet at New York to this port, and thus increase the prosperity of Montreal. They pointed out that the grain was carried from Ogdensburg by the Kingston and Montreal Forwarding Company and that it came to this city in Canadian bottoms, and that the principal patriotic objection to its coming to Montreal via an American port arose from rival transportation companies who were shut out from sharing in the profits of its transshipment.

The points to urge upon the Minister of Railways and Canals are, first, that the granting of the rebate on grain coming via Ogdensburg would not take a single bushel from the all Canadian route,

while it would largely increase the volume of grain seeking its seaboard outlet at this port; and secondly, that it would permit Montreal shippers to take advantage of the superior conveniences that Ogdensburg presents for the transshipment of through grain. A line of large steam propellers leave Chicago daily for that port, and as these vessels are fitted with bins the advantages they present to a small shipper are obvious. A Canadian shipper having an order for, say 24,000 bushels, can easily secure freight room for it, while if he is forced to use Canadian tonnage he is obliged to charter the whole of a schooner or propeller, or, in other words, to pay for space for 30,000 or 40,000 bushels in order to ship 24,000. In the American boat he is only required to pay for what actual freight space he wants. Then, again, in Ogdensburg the transit company allows ten days' free storage on grain arriving there, so that if the ocean carrier for whom the cargo is intended is not ready to receive it the shipper has no claim for demurrage to pay. A Canadian vessel allows only 48 hours for unloading, and after that time, if the ocean steamer be not prepared to receive it, the shipper must pay storage and floating charges, which add at least a cent a bushel to its laid down cost. The superior cheapness and convenience of the alternative route is therefore obvious.—*Montreal Herald*.

The Fitch Bill, House Bill No. 557, provides for a duty of 10 cents per bushel of 48 pounds, on barley; of 20 cents per bushel of 34 pounds, on barley malt, and 8 cents per pound on hops.

ELI PERKINS ON THE WHEAT CROP.

"How is the winter wheat crop?" asked a New York Sun reporter of Eli Perkins.

"I bring good news about wheat," said Mr. Perkins. "It is simply superb everywhere. I have not seen such a stand of wheat in sixteen years. The last Government report was made when there was some doubt about wheat. But there have been recent warm rains from North Carolina to the Staked Plains in Texas, and every kernel sowed has come up. It could not be better in Kentucky and Tennessee, and the farmers in Texas, Arkansas, Missouri, Kansas, Illinois, Indiana and Ohio have told me within four days that they never had such a prospect. The wheat is short. It hugs the ground, but it is even, and looks just as they want it to look for a splendid crop. Along the Atchison and Missouri Pacific Roads, clear into Colorado, the ground is soaked with a long, warm rain."

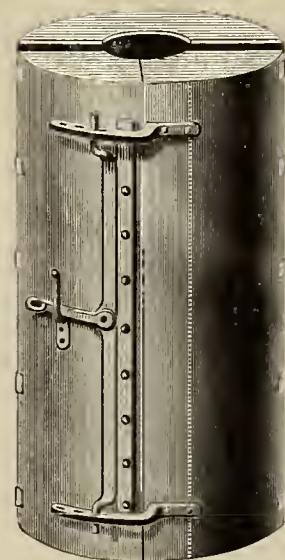


FIG. 5. JACKET.

NEW ELEVATOR AT OTTAWA, ILL.

H. S. Gilbert & Co.'s newly equipped elevator, reared on the site of one recently destroyed by fire, near the Rock Island depot, is just completed, says the *Free Trader* of Ottawa, Ill. Without fear of contradiction it can be pronounced the most complete and best equipped elevator in this section of the state.

The main floor is reached by an inclined approach, which only rises a foot every ten feet. On the ground floor is the sheller, a No. 3, the largest in use hereabouts. The boots of the elevator are inclosed in zinc pits, set in cement, to keep out all dampness. The sheller is fed from the dumping bin, and the corn, cobs and dirt are carried to the peak, where a double cylinder cleaner and separator conveys the shelled and cleaned corn, the cobs and dirt to respective bins for their reception. The cobs are handily loaded onto wagons on the ground floor, and the dirt removed by the opening of a slide on the main floor. There are four elevators, three of which will carry forty bushels of grain a minute and one sixty bushels a minute. There are four storage bins and seven loading or shipping bins. The capacity of the house is 100,000 bushels, and with the improved machinery in use it can be filled or emptied in a day. There is an improved indicator on the main floor, which can be manipulated so as to turn the flow of grain from one bin to another by a partial turn. The turning of a lever in the peak shuts off the running of any one or any number of elevators desired.

The elevator at the present time bears little resemblance to the old rookery that stood on the canal bank near the Columbus street bridge. The entire work in the interior of the building was planned by Mr. R. W. Warren of Henry, Ill., under whose supervision the work was also completed. A new 15-horse power electric motor propels the machinery, with greater satisfaction than the steam power used in the past. Mr. A. P. Thorn, well-known to the farming element of this country, has charge of the north side office, and the elevator is in charge of Timothy Dinneen. In addition to the regular commodities handled by grain dealers, Mr. Gilbert will buy rye, wheat, timothy and clover seed. With all these conveniences, the farmers of this vicinity are afforded better facilities than ever before for the storage of grain of all kinds.

EXPORTS OF WHEAT.

We exported in February 4,220,637 bushels of wheat to the United Kingdom, 1,729,951 bushels to France, 510,607 bushels to Germany and 2,348,746 bushels to other countries in Europe, against 2,233,881 bushels to the United Kingdom, 1,016,969 bushels to France, none to Germany and 509,912 bushels to other countries in Europe during February, 1891.

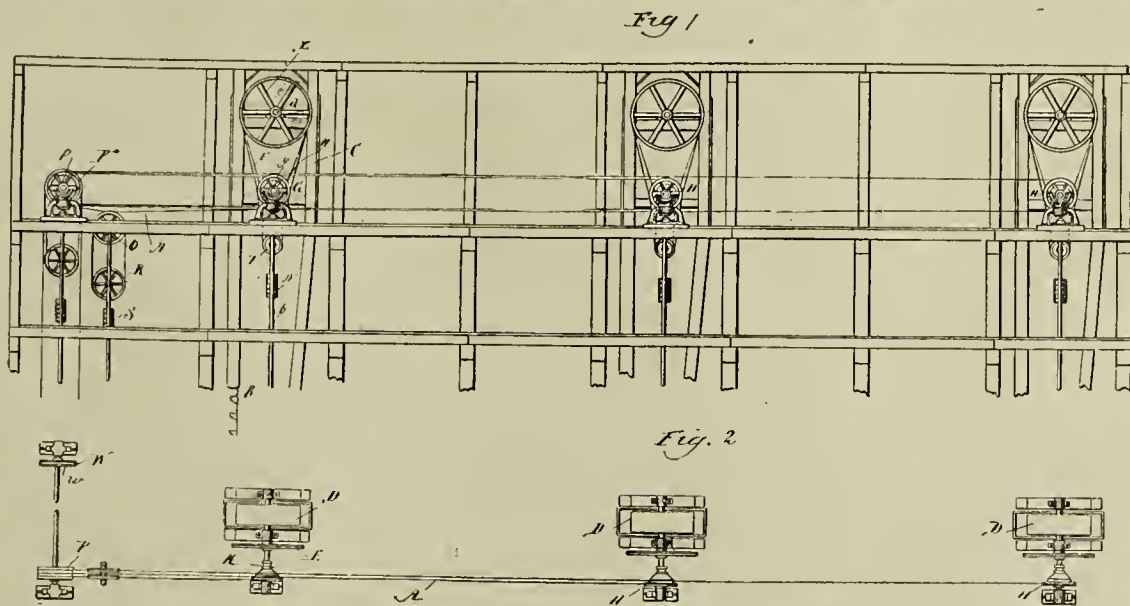
In the eight months ending with February we exported to the United Kingdom 50,792,373 bushels of wheat, valued at \$53,018,617; to France, 35,187,347 bushels, valued at \$36,793,459; to Germany, 4,661,666 bushels, valued at \$4,947,552; to other countries in Europe, 25,767,689 bushels, valued at \$27,043,445; to Canada, 3,274,182 bushels, valued at \$3,218,497; to the Central American states and British Honduras, 30,507 bushels, valued at \$34,808; to the West Indies and Bermuda, 8,890 bushels, valued at \$10,169; to Brazil, 145,003 bushels, valued at \$160,615; to other countries in South America, 64,409 bushels, valued at \$65,436; to Asia and Oceania, 25,639 bushels, valued at \$25,649, and to other countries, 19,728 bushels, valued at \$23,273; in comparison with 20,381,325 bushels, valued at \$17,748,951, exported to the United Kingdom; 5,520,113 bushels, valued at \$4,615,668, to France; none to Germany; 3,496,997 bushels, valued at \$3,326,149, to other countries in Europe; 1,573,275 bushels, valued at \$1,519,277, to Canada, 36,926 bushels, valued at \$34,544, to the Central American states and British Honduras; 160,629 bushels, valued at \$138,817, to the West Indies and Bermuda; 489,929 bushels, valued at \$423,995, to Brazil; 52,420 bushels, valued at \$50,224, to other countries in South Amer-

ica; 9,967 bushels, valued at \$8,482, to Asia and Oceania, and 6,111 bushels, valued at \$7,388, to other countries.

POWER TRANSMISSION FOR GRAIN ELEVATORS.

In the construction of elevator mechanism of grain warehouses it is customary to provide at the top of the building, and extending from end to end thereof, a long line shaft that receives motion from the main vertical drive belt or shaft located at one end of the building. This line shaft is provided at intervals corresponding in number and location with the elevator legs, with gear mechanism by which power is transmitted from the main line shaft to the individual shafts of the various elevator legs. This long line shaft extending from end to end of the building is claimed to be very objectionable, not merely because of the original expense, but because of the constant repairs made necessary by the irregular settling or warping of the building, which tends to throw the shaft out of true line.

E. Lee Heidenreich of the Heidenreich Company, elevator builders, Metropolitan Block, Chicago, has invented a power transmission for grain elevators to do away with the line shaft and the vertical drive belt or shaft by which motion has been imparted to the line shaft and at the same time to supply a means for driving the individual



POWER TRANSMISSION FOR GRAIN ELEVATORS.

bucket belts that can be furnished at a less expense than the shafts and which will not be incident to the objections found to the shafts. The individual bucket belts whereby the grain is raised from the bottom of the warehouse are provided with suitable gear mechanism adapted to be driven by an endless rope, chain or belt.

The illustration, *Fig. 1*, presents a view in vertical longitudinal section through the upper story of a grain warehouse containing this improved system of power transmission. *Fig. 2* is a plan view showing the elevator legs and the gear mechanism for the individual bucket belts.

Power is transmitted to the driving cable *W* at the base of the building, from which the bucket belts will be driven. The bucket belts pass over suitable drums journaled at the top of the legs, and upon the shaft of each of these drums is mounted a rope pulley which is connected by means of a rope to a pulley on a shaft below it. This shaft has one end sustained upon a cross-beam, while its opposite end is sustained upon bearing mounted upon a standard. Upon this shaft is loosely mounted a drive pulley *H*, and a friction clutch keyed to the shaft so that it can transmit motion from the pulley to the shaft, and from this shaft by means of the pulley *G*, and the rope *F*, to the pulley upon the end of the shaft of the bucket belt drum. The rope *F*, whereby motion is transmitted to the bucket belt drum is preferably kept taut by means of a tightener pulley *I*, that is hung below in a yoke shaped bearing to which is attached a weight *N*. The yoke-shaped bearing is provided with arms that are guided by means of vertical rods to keep the tightener pulley in line. Each of the pulleys is provided with two grooves about its periphery.

When motion is transmitted from the driving pulley *H*, through the medium of the friction clutch *K*, to the pulley *G*, and the shaft *g*, such movement will be transmitted by the rope to the pulley *E*, and thence by the shaft *I* and the drum to the bucket belt. The tightener

pulley will hold the rope in firm frictional contact with the several pulleys and insure the proper driving of the bucket belts. Any desired number of bucket belts may be driven and can be thrown into and out of action by the operation of their respective clutch mechanism. The elevator legs can be set at different parts of the building where it would be very difficult to locate them if they were to be driven by means of shafting. Elevator legs driven by this system can be arranged in the direction of the length of the car tracks and cars on either track can be unloaded into the bins upon the same side of the elevator leg.

PORT ARTHUR'S GRAIN TRADE.

From the sixth annual report of the Port Arthur Board of Trade, Mr. George T. Marks, president, it is learned that the elevator capacity at Port Arthur and Fort William, which all come under the Port Arthur Inspection District, is now about 4,000,000 bushels. The Canadian Pacific elevator at that point, which has been idle for several years, is being operated, and with new and modern cleaning machinery is likely to be a great convenience to shippers. The president in his annual report states that more elevators of this kind are required and would be built, but there appear to be doubts in the minds of those who wish to build as to whether the Canadian Pacific Railway Company would give independent elevator companies equal facilities with themselves for the carrying on of their business. Your Board should take this question up vigorously and have it settled, as I am positive that independent companies would immediately commence the construction here of elevators. This means not only the expenditure of large sums of money in the construction and in their operation, but the establishment of a grain market similar to that of Chicago or Duluth, and without doubt this then would soon be the wheat market of Canada. There is now, even without the question of independent elevators, no reason why all the grain business of Western Canada should be done in Winnipeg, and if the Winnipeg dealers cannot be

induced to locate their headquarters in Port Arthur then others should be encouraged to come here and establish the market where nature intended that it should be, and where man will eventually put it. Port Arthur must be the distributing point for the export trade and the speculative grain market of Canada.

ACTIVITY IN KANSAS CITY GRAIN MARKET.

There has been more activity in the grain market during the past three months than ever before during the same time, says the *Kansas City Star*. Receipts of grain have not been large; have not, in fact, been much larger than a year ago, but when the year opened the elevators contained more than 1,000,000 bushels of wheat and the greater part of this grain has been bought by exporters and shipped out. Kansas City commission men and brokers have been singularly fortunate in not having suffered any severe losses. Nearly all of them have made money.

During the quarter work has begun on three new grain elevators, two new flour mills, and one mill has been completed and has begun grinding flour.

The receipts of grain by carloads for the three months were as follows:

	Wheat.	Corn.	Oats.	Rye.	Hay.	Bran.	Flax.
March.....	1,536	1,369	240	63	469	57	18
February....	1,384	1,512	326	74	580	50	18
January....	1,716	1,636	413	149	690	66	30
	4,630	4,517	979	286	739	173	66

The development of the cotton seed industry has been so great, and the many articles now made from it are so useful, that it has supplanted the famous olive tree products in a majority of cases.

COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. • We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

WITH INTEREST.

Editor American Elevator and Grain Trade:—We have read, with much interest, your article, "The Inter-State Commerce Law a Failure," in the AMERICAN ELEVATOR AND GRAIN TRADE, and find it alone worth the price of your journal, so you will please send us a copy of same for one year, for which we inclose \$1.

Yours truly,
SHERMAN, TEX.
PITTMAN & HARRISON.

WILL BUILD.

Editor American Elevator and Grain Trade:—My father died of the grip Feb. 8, having been in the grain business since 1855. I am going to continue the business and will build an elevator at this place. As we are in business at Heyworth you will please send us the AMERICAN ELEVATOR AND GRAIN TRADE here instead of El Paso.

Yours truly,
Heyworth, Ill.
C. MEZGER & SON.

PLEASED WITH POOLS' DENUNCIATION.

Editor American Elevator and Grain Trade:—I am pleased with your persistent denunciation of the New York railroad elevator pool and your exposition of its methods of bleeding the grain trade. If Chicago shippers would rise up, refuse to pay toll to the pool at Buffalo and New York City and erect houses for handling their own grain at those points they could easily afford to pay from one to two cents more a bushel for grain than they can now. By paying one cent more than they do now Chicago dealers would attract much grain to that city that now goes elsewhere.

I have not yet received the March issue of the AMERICAN ELEVATOR AND GRAIN TRADE, so it must have been miscarried. Please send me a copy and oblige.

TOWNSEND.

THE NEW YORK ELEVATOR TRUST.

Editor American Elevator and Grain Trade:—The greediest trusts on earth are the grain elevator trusts of Buffalo and New York. At Buffalo there are forty-four elevators in the trust. Last year twenty-six of the forty-four were idle. However the trust paid 26½ per cent. dividends on the entire number. But the most significant point in the case is that the City Elevator, said to be owned by the New York Central Railroad Company, handled over 34,000,000 bushels of grain last season. That one elevator transferred more grain than was shipped by the Erie Canal. That one elevator earned enough money to pay 26½ per cent. dividends on eleven elevators, which is one-fourth of the number in the trust. And that one elevator handling over one-fourth of the 128,000,000 bushels of grain received at the Queen City of the Lakes in 1891 shows that numerous parties in Buffalo are taking advantage of the state's free canal system.

How the trust can pay such extraordinary dividends is explained by the evidence of the late William H. Able, ex president of the trust. Mr. Able testified that "in 1869 there was no elevating association and grain was transferred for one-eighth to one-quarter of a cent a bushel." Whereas now, by the trust system, they charge over eight times as much as was charged under free competition.

As for the New York elevator trust, according to the evidence of the late Adam H. Gray, the charges now are over eleven times higher than they were thirty years ago. Mr. Gray testified as follows: "In 1860 we had no floating elevators. We had two or three warehouse elevators. They charged only 10 cents a hundred bushels for elevating grain, trimming, included." Whereas now the trust collects 112½ cents per hundred bushels.

Respectfully,
New York, N. Y.
M. DE PUY.

A Mississippi man who has counted the number of seeds in a bushel of various grains found that corn went 72,130, wheat 830,000, peas 109,000, cotton seed 161,166.

GRAIN LEGISLATION RECOMMENDED.

The joint legislative wheat committee of Minnesota, lately looking into alleged irregularities of grain handling in this state has made its report, finding that the complaints investigated were not sustained by the facts. The committee then agreed upon several recommendations to go to the next Legislature, touching several matters connected with grain affairs. Among these recommendations it urges that track scales should be required to be put in, by railroad companies, at all stations shipping 60 carloads of grain or more, and that the railroad companies be responsible for the delivery of the full amount so received.

The committee thinks public warehousemen should report at least once a year the exact state of their grain bins and warehouse receipts, so as to supply the railroads and warehouse commission with the real shortages or averages of such houses, and that the warehousemen should be required to have weighed up and inspected all grain when changing from private to public houses, or the reverse.

It also recommends that the Legislature consider the advisability of passing a law providing contiguous to deep water, at public expense, warehouses sufficiently large to afford storing without mixing the grain of different grades, for grain produced in this state, and for which service the state shall receive or may impose a moderate charge. That public elevators be required to construct scales and weigh grain upon the ground floor before the grain is elevated, so that the unloading of cars may be under the supervision of state weighers, and that under no circumstances should grain or screenings be permitted to be shipped out of public warehouses without weighing and inspection.

The committee then recommended that the next Legislature either by memorial to Congress or otherwise take some steps to counteract the evil influence of wheat gambling at Chicago and other great grain centers.

LEGITIMATE SPECULATION AND ILLEGAL GAMBLING.

Professor W. M. Salter, in a lecture before the Chicago Society for Ethical Culture, recently said, "Margins would not be required if all persons were honorable. The fact that tailors require a certain deposit of money as a margin when one orders a suit of clothes is only a sign that tailors' bills are not always paid. The speculative element in a bargain does not of itself make that bargain reprehensible. The difference between a bucket shop and a board of trade mainly lies in the fact that one does betting on produce that it expects to have, the other on buying and selling actual produce. The purchase and afterward the sale of a farm may be considered gambling. A man may buy and sell a farm over again and be as much of a gambler as any curbstone broker. The spirit of gambling becomes immoral when we let judgment go and take a risk as we take in a lottery for the sake of running a risk. Gamblers are followers of the god of luck, because they seek to make money in too speedy a way without giving an equivalent of forethought in return.

"It may have been commendable in Joseph to store up all the corn of Egypt to provide for the seven years of famine to follow. He did it without the intention of profiting by the hunger and misery of human beings. But the men who corner produce without that intention sin against humanity and are wicked, and if the offense could be made criminal it should be made so. Every attempt to defeat the bounty of nature, whether in the coal rings or in the copper trusts, is disreputable."

"Murphy" bread is a name coined by the Germans who are eating the corn bread introduced by Colonel Murphy.

Philadelphia received during the first three months of the year 883,852 bushels of wheat, 1,440,504 bushels of oats, 11,985,526 bushels of corn, and 94,990 barrels of flour; against 215,635 bushels of wheat, 809,100 bushels of oats, 1,175,920 bushels of corn, and 157,912 barrels of flour in the same three months of 1891. The exports were 660,685 bushels of wheat, 259,693 bushels of oats, 10,941,469 bushels of corn, and 513,896 barrels of flour; against 131,409 bushels of wheat, no oats, 587,975 bushels of corn, and 238,052 barrels of flour in the first three months of last year.

Trade Notes.

Lives of rich men all remind us
We can make our lives sublime,
And by liberal advertising,
To the highest summit climb.

N. & G. Taylor's tinplate factory at Philadelphia was burned April 4.

Did it ever occur to you that you can waste a small fortune in circulars and get no results?

The Webster Manufacturing Company of 195 South Canal street, Chicago, report that business is excellent.

The A. P. Dickey Manufacturing Company of Racine, Wis., has an improved grain cleaner, in which a double shoe is used, instead of a single shoe.

The Johnson & Field Company of Racine, Wis., reports that it did more business during the month of March than during any preceding month.

The Johnson & Field Company of Racine, Wis., has a new grain cleaning machine, using blast instead of suction. It requires little power, and is very effective.

No one reads a circular if he can help it. Merchants cull them from their mail like chaff from the wheat, and toss them into the waste basket unopened if they can learn in any way in advance that the circular is a circular.

The Chesapeake Belting Company of Baltimore, Md., is kept busy filling a fine run of orders for stitched canvas belting and has every reason to be satisfied with present business, as the entire production up to next October has been sold in advance.

The E. H. Pease Manufacturing Company of Racine, Wis., report that business has been unusually good of late. To facilitate the delivery of tread horse powers, this enterprising firm has recently established storage and transfer houses at Minneapolis and Council Bluffs.

Doctor (to sick man)—What you need is absolute rest. You should go out into the country. Sick Man—I have not got the means. Doctor—Then get a position tending bar in a temperance hotel, or try clerking for a merchant who does not advertise, then you will have all the rest and quiet you need.—*Texas Siftings.*

The Cambridge Roofing Company of Cambridge, O., has just issued a new catalogue, giving useful information about corrugated iron, roofing, siding and ceiling, roofing with standing seam, iron weatherboards, iron doors and shutters, eave-trough hangers, miters, outlets, patent cut-off, conductors; and American tin in rolls, manufactured by the company.

The Columbia Scale Company has been incorporated at Council Bluffs, Ia. The capital stock is \$50,000, and the officers and directors are: Lucius Wells, president; F. E. Kingsbury, vice-president; C. M. Harle, secretary; T. J. Evans, H. E. Thomas, O. W. Graham and C. E. Parsons, directors. A factory building is now being built by the company in Council Bluffs.

LOSSES CAUSED BY DELAY OF SHIPMENTS.

Both the Grand Trunk and Canadian Pacific Railroads have refused to accept stuff for shipment to the Fitchburg Elevator at Boston, which, some of our merchants say, is an admission that the railways are responsible for their late failure to deliver to the elevator, on time, as per contract, says the *Trade Bulletin* of Montreal. A Winnipeg shipper, who was in the city a short time since, stated that his losses arising from grain not being delivered in seaboard elevator on time amounted to \$6,000, and there are a number of others in this city and throughout Ontario whose losses are said to range from \$4,000 to \$10,000 respectively. What will be the result of the suits threatened by our merchants against the railways remains to be seen; but it is held that when railways insist upon grain being shipped to certain elevators or warehouses at seaboard, they should be made responsible for the losses incurred by its non-delivery within a reasonable period.

New Orleans exported in March 1,607,545 bushels of corn, 1,627,099 bushels of wheat, and 177,151 bushels of rye, against 555,732 bushels of corn, 231,248 bushels of wheat, and no rye in March, 1891, as reported by the grain inspectors of the Board of Trade.

DOCKAGE ON GRAIN.

A long discussion took place in the Manitoba Legislature last week regarding the dockage of grain purchased from farmers by dealers. The discussion was provoked by the following resolution:

"Mr. Huston moved, seconded by Mr. Gelley, that whereas serious complaints have arisen from time to time in various parts of this province that farmers suffer great loss by the amount of dockage taken by grain buyers on the different markets; therefore, be it resolved, that in the opinion of this house some provision should be made whereby a uniform and equitable system should be established as to dockage, that the farmers may be saved from loss by the excess now claimed to be taken in many places."

The mover, in speaking to his resolution, said that farmers complained about the dockage, which was not uniform, and ranged from four to ten pounds per bushel. He wanted the matter ventilated and settled at once. In the discussion which followed, several of the legislators took a very fair view of the question, and the sense of the house seemed to be that the motion was not only unreasonable but impractical. The resolution was referred to the agricultural committee.

If those who introduced the discussion had considered the matter carefully, we think they would have arrived at the conclusion that it would be altogether impractical to attempt to regulate the dockage of grain, as dockage must be made according to the quantity of dirt and foreign matter in the grain. A range of four to ten pounds of dockage is not remarkable. Indeed, we have seen samples of wheat that would contain over ten pounds of refuse. Careless farmers as a rule will have the largest mount of rubbish in their grain, and it is well known that the most slovenly farmers are, as a rule, the greatest "kickers." There are, no doubt, dishonest grain men as well as there are unprincipled men in all other branches of trade. But this would not justify an arbitrary and unreasonable act. Supposing it were practical to fix a uniform dockage, it would only result in benefiting the slovenly farmers, while those who produce clean grain would suffer loss. This shows the absurdity of the proposal. There is plenty of competition at nearly every grain market in Manitoba, and farmers may be trusted that they will use this competition to the best advantage to themselves. If they think that one buyer is docking them too much, they can try another buyer. There always will be grumbling on this point, occasionally perhaps with reason, but, as a rule, without good cause. Another evil which would result from the fixing of a uniform dockage, would be the tendency which it would cause to make farmers careless as to the condition of their grain.

One legislator thought that the grain should be purchased according to its value per pound, including dirt, and no dockage made. Well, this would be as broad as it is long, except that it would necessitate a little more calculating on the part of the buyer. It is simpler to buy the wheat according to quality and allow dockage for dirt than it would be to calculate the amount of dirt in the wheat, and deduct it from the price per bushel of the grain. With or without cause, farmers will grumble, and politicians who try to make capital out of the complaints of the farmers, only assist in confirming them in some very unreasonable suspicions. We know from a personal inspection of the books of some of the largest grain shippers, that more wheat is classified by the official

inspectors in a lower grade than that for which it was purchased from the farmer, than grades higher. We have seen official returns, which show that at some buying points in Manitoba this season, over 50 per cent. of the wheat taken in has been classified from one to two grades lower than the grade given it by the country buyers.—*Winnipeg Commercial*.

ELEVATORS AT HARTNEY, MAN.

Hartney, Man., is not an old town; in fact, its grain elevators, which constitute the leading business houses of the town, were only erected last year, and, as will be seen by referring to the illustration given herewith, they are the most prominent buildings of the town.

As a grain market Hartney already has a record that many older markets would and could afford to exhibit with much pride. Up to April 1, 350,000 bushels of wheat had been marketed at Hartney, and it is claimed that 200,000 bushels more will be marketed before the next crop is harvested. An excellent record for the first year.

The elevator in the foreground of illustration is owned and operated by Hammond & Leckie. It has a capacity of 35,000 bushels, and is operated by steam power.



ELEVATORS AT HARTNEY, MAN.

The second elevator is that of the Lake of the Woods Milling Company of Keewatin, Ont. It has a capacity of 35,000 bushels, and is operated by horse power. This enterprising company now has sixteen elevators in Manitoba, besides its two large houses at Keewatin.

The elevator in the background is owned by the Ogilvie Milling Company of Winnipeg. It has a capacity of 25,000 bushels, and is operated by horse power. The Ogilvie Company's elevator at Winnipeg has a storage capacity of 260,000 bushels, and its country houses a combined capacity of 800,000 bushels, making the company's elevator capacity in Manitoba alone over 1,000,000 bushels.

The elevator pool at Buffalo is ironclad and copper-fastened, and its charges are an enormous toll on Western wheat. There are forty-four such structures, but only twenty-six were kept in operation, the busy proprietors sharing their fruits with the idle ones. A Buffalo paper says: "This pool has absolute control. It charges five-eighths of a cent per bushel for elevating grain from the lake vessels to the canal boats; one quarter of a cent per bushel for storing, whether the grain is stored or not; two-tenths of a cent per bushel for the use of the steam shovel, and one-eighth of a cent for cleaning—a total charge of 1.2 cents per bushel. This charge is equal to one-third of the average cost of freight on wheat from Buffalo to New York in the season of 1891." The pool's profits last year were \$3,300,000, being 25 per cent. on the capital and business.—*Chicago Journal*.

HOW WESTERN GRAIN SHIPPERS ARE BLED.

The importance of the Erie Canal as a regulator of grain rates from the lakes to the seaboard cannot be overestimated. During the canal season over 100,000,000 bushels of grain are transported from the lake ports to New York, Philadelphia and Baltimore over the canal and the railroads. The free competition of the canal boatmen not only fixes the rate of freight on the canal but also upon the railroads. The grain trade follows the channel of least resistance. The railroads must therefore meet the canal rate or lose the traffic. This applies not merely to the lines running to New York, but also to those having terminals at Philadelphia and Baltimore. Since the canal rate is from 3 cents to 4 cents per bushel lower than the published rates of the railroads, the competition of the canal effects a saving in the cost of transporting our cereal crops of from \$3,000,000 to \$4,000,000 yearly.

Not only have the railroads done all they could to prejudice the farmers of the state against the canal, but by their control over the elevators at Buffalo and New York they subject the boatmen to all conceivable petty annoyances.

All the grain elevators at Buffalo are in a pool. Out of forty-four elevators which are able to handle canal grain, only twenty-six were kept in operation last year. The others were built expressly for transfer of grain from vessels to canal boats. This pool has absolute control. It charges five eighths of a cent per bushel for elevating grain from the lake vessels to the canal boats. To this revenue it adds one-fourth of a cent per bushel for storage, whether the grain is stored or not, two-tenths of a cent per bushel for the use of the steam shovel, and one-eighth of a cent for cleaning—a total charge of 1.2 cents per bushel. This charge is equal to one-third of the average cost of freight on wheat from Buffalo to

New York in the season of 1891. The enormous profits made by this elevator pool can be easily shown. The items in the case of an elevator capable of transferring 275,000 bushels per day are as follows:

Elevating at $\frac{5}{8}$ cent.....	\$1,718 75
Storage at $\frac{1}{4}$ cent.....	687 50
Use of steam shovel at .2 cent.....	550 00
Cleaning at $\frac{1}{8}$ cent.....	343 75
Total.....	\$3,300 00

The total cost to the elevator for labor, etc., for transferring 100,000 bushels of wheat is \$44. On 275,000 bushels the cost is \$121. The daily profit is therefore \$3,179. In spite of the fact that the time during which the greater part of the grain is in store is only a few hours, the storage charge of one-quarter of a cent is always exacted. It is not surprising, therefore, that the elevator pool was able last year to make a profit of over 25 per cent., in spite of the fact that only a few elevators were used. During the last few days of canal navigation the railroad elevators absolutely refused to transfer grain to the canal, in order that it might be held back for railroad transportation. Elevators are in the category of common carriers, and should therefore be restricted to the charge of reasonable rates.—*New York Commercial Bulletin*.

Nicaragua admits free of duty after April 15 the following commodities from the United States: Barley, corn, wheat, oats, rye, rice, seeds, cornmeal, starch, beans, hay, bran, straw and cotton-seed oil and its products.

A MEXICAN GRAIN STOREHOUSE

In Mexico a great many of the customs of the Aztecs are still preserved in the daily life of the people. Our illustration, taken from the April number of *Harper's Magazine*, shows a series of primitive grain storage warehouses such as are in use in the Mexican "hot country," where protection against decay and insects becomes a matter of the first importance. They serve their purpose well, though probably not so well as the excavated cisterns in use among the aborigines of Yucatan.

"POINTS ON RAILROAD WEIGHING."

BY OBSERVER.

The "end man" at the minstreels became very much excited when the "middle man" turned to him after the overture with the usual inquiry concerning his health. The end man had invented something—a wonder of simplicity, and there were millions in it. Every farmer in the country would buy the right to use it. After a great deal of trouble he became sufficiently cool to explain that his invention pertained to scales. Simplest thing in the world!

"When a fahma butchers 'course he wants to know right away how much his pawkers weigh. See? Well, now, every farmer can't afford an expensive scale like any of dese high-priced fellahs; so he jes' pays me \$5 for de right to use my scale for eveh moh, an' it don't cost next to nufin' to make one."

"Well, what's it like? How does it work? How do you make it?" inquired the middle man impatiently.

"Well, you go out in de woods—jus' de simples' ting in de world, Mr. Jones. You go right out in de woods—course ebry farma's got woods on his place—and if he hasn't most likely his neighho' has. You go out in de woods—see? And yo' cut yo' down a good, straight dogwood sapling, and yo' take dat sapling home and balance it on de top hawd ov de fence. Den you get a good size' piece oh san'stone and hang it on one end ob de sapling, an yo' hang yo' pawker on de odder, 'nd ef de pawker pulls down yo' stone wy yo hang on anodder stone. See? Simple, aint it?"

"Yes; but I don't see how you have found out how much the pig weighs."

"Yo' don't! W'y hless my eyes, don't yo' see? Here's yo' pawker, an' here's yo' stones to balance. See it now?"

"No, sir, I must confess I don't."

The end man starts off briskly into the woods again for the dogwood sapling, and with dis'ressing perspicuity comes again finally to the balancing point. But with no better success. Not only the middle man but the whole company seem to be puzzled. Here the end man's temper begins to fail him, and his voice is pitched mighty high as he starts for the third time into the woods for his dogwood sapling.

At this point the other end man, who has been all the while in a deep study, begins to see it—at first dimly and doubtfully, but finally he sees it as plainly as the inventor himself. He is just about to start for the woods himself, in order to come logically to the balancing point, when the middleman begins to weaken and is willing to admit that the scale might work if you could only know how much the stones weigh.

"Stones weigh! W'y, anybody kin tell about how much a good size' stone weighs. Yo' jes' guess at de weight oh destone, an' 'en jes' low a little one way or t'odder, an' dere yo' ar'. Simplest t'ing in de world, an' dey's millions in it. Hey'r's yo' pawker, and hey'r's yo' stonc, or stones, as de case may be, an' dey's got to balance, shore! See it now?"

They all saw it, and the middle man announced the next song.

What we know about railroad weighing justifies the supposition that the end man's method of guessing and allowing a little is practiced too often. Either that or else weighing is so recklessly done as to be not much more trustworthy than the guess and 'low a little method. In actual business some funny things happen occasionally concerning weights. A shipper invoiced to his consignee, a United States naturalized son of Erin, 350 bushels of potatoes. The car was weighed gross at destination by a yardman in the employ of the railroad company, and the weights changed on the way bill to make the car contain about 400 bushels. The consignee objected, but the

agent insisted on the correction. Finally the consignee, waxing warm, said:

"Well, now, see here. I have paid a draft for the price of 350 bushels of potatoes, and if you want any more freight on this carload you'll have to furnish the spuds. Fifty bushels of potatoes at the price of the freight is cheap enough, and I'll take 'em, but I don't pay the freight before I see the spuds."

After all arguments were exhausted on both sides it occurred to the agent that perhaps the yardman had made a mistake.

"Well, it's a darn site more probable that your man has made a bull than that the shipper is going to give me 400 bushels of spuds for the price of 350."

Here's another example, one side of which was heard over the 'phone in a big railroad office:

"Hello, Jim!"

"Say, Jim, Blank & Co.'s shipping clerk is down here, and he says you made a mistake of 'about 10,000 pounds in weighing that car of pails yesterday."

"Well, you must uv. 'Spose you go look at your weigh hook."

"Well, they know 'zactly how much each crate weighs, and he says they couldn't get that many into the car."

"Yes, but he says the car wouldn't hold that many, and you know that yourself."

"Well, it don't make any difference—they've got the



MEXICAN GRAIN STOREHOUSES.

dead wood on you, and you'll have to change your weight and send a correction on the way bill."

Now, the question is, had he guessed and 'lowed a little, or had he weighed carefully and then made an error of 10,000 pounds in reading or recording his figures? Either one way or the other, certainly.

Next day or so there comes into the office a descendant of the tribe of Red Sea history in a state of perturbation which his tussle with the English tongue made all the more distressing—to him, and ludicrous to those who heard him state his case.

To the first man he meets:

"Say, dem schkrap irn"—

"Next desk, sir."

(At the next desk.) "Dem schkrap irn in dot car 1426 hev gut too much waydt."

"Where did you ship it to, sir?"

"I ship him von Kendalvil e he'er hare."

"You want to talk to the receiving clerk. Next desk, sir."

(At the next desk.) "Say, mister, I don'd shall bay so much freyd auf dem schkrap irn w'ile he got too much wedt."

Clerk (examining receipt)—"That weight is all right, sir; car was weighed here in our yard."

"Yes, aber I don'd hev so much schkrap irn. Dem mus' he k-veer schkales wot ken schkrap irn weigh w'en I don'd got so much schkrap irn. Dot's der reason of it; 'cause I got no more schkrap irn, dot agent dole me petter I should not pay a whole car."

"Did he tell you it would be cheaper to ship it tariff rates than to charter a car."

"Dot's wot he dit," and his swarthy features fairly heamed.

In short, his arguments were so heavy, one way and another, that the car was switched back into the yard and weighed again, and the Israelite's "schkrap irn" shrank from 24,000 to about 16,000 pounds. The man who had weighed the car in the first place couldn't understand how he had made such a mistake, while the clerk whose duty it was to correct weights and re-extend freight averred that it was his belief that Jim had weighed this car as he had weighed lots of others, i. e., in his mind.

One other instance. A car of oats from a small station west of our station was hilled at 32,512 pounds net; actual weight. It was weighed gross in our yard at 42,150; tare 18,650, leaving net at 23,500. Way bill was corrected to 24,000 (minimum) and freight re-extended. Car went forward, hilled at 23,500, actual. The car was again weighed by the company to whom we delivered, and a correction received from them setting net up to 33,250. There may have been still another correction before it reached destination, as it must pass over still another road, but we already have enough weights for all practical purposes. Let us see how the case stands. We have a difference between first and second weighing of 9,012 pounds; between second and third weighing of 9,750 pounds; between first and third of 738 pounds. Supposing this car to have been consigned to some point on our own road, the second weighing would have been final, and the road would have been out, at 10 cents per 100, about \$8.51 freight. If it had not been weighed the third time, the three roads over which it passed would have been out, at the through rate (20½¢), about \$17.50.

Now, these are only instances of what occurs almost every day, and clearly proves that reliable scales are one thing—correct weighing and recording another thing. Hasty and careless weighing by railroad employes is an evil which should, in justice to the roads themselves as well as to shippers, be corrected. We expect to recur to this subject in a few months, with a plan which we feel sure will effectually prevent hasty weighing or "close estimating," and will afford absolutely correct weights (gross) if only the scales are correct.

Queries and Replies.

Questions and answers are inserted under this head free of charge and all are invited to avail themselves of this column.

No. 29. Refusing to Receive Grain Purchased.—In reply to the request of "Shipper," who desires to know how he is to get even with the buyer who refuses to accept grain at contract price when the market is declining or has declined below the contract price, I would say that in shipping grain from the Northwest I have not been troubled much in this way but I have had a little experience in the business and I generally do as follows: If the buyer countermands his order before the grain is shipped do not ship it. If it is evident that he countermanded the order because the market was declining make a note of that fact in your book and the next time the market advances when you have an unfilled order of this buyer's on hand just refuse to fill it. Sell the grain elsewhere and try to make a profit to offset what you lost by his refusing to accept grain he had contracted for. In case the grain has been shipped before the buyer countermands his order, change its destination if possible to do so without loss. If you cannot do this, then let it go as shipped and sue buyer for the full amount. Judgment will invariably be granted in shipper's favor. Buyer's letter or telegram making offer will convict him in most any court in short order. Do not offer to compromise unless you can do so advantageously. If the market advanced buyer would not think of accepting grain in transit at any increased price and would surely let you whistle for it if you asked it. After you have secured judgment against two or three buyers and it becomes known in the market to which you ship your grain that you cannot be bulldozed into accepting whatever buyer wishes to give you will have little further trouble.—ANOTHER SHIPPER.

"Crystal Rice" is a new brewing material manufactured by an Indiana mill out of white corn and rice and used by brewers to cheapen their product.

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector P. Bird Price the grain received at Chicago during the month of March was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.				No Grade.
	2	3	4	2	3	4	2	3	4		
C., B. & Q.	4	...	...	13	50	25	39	...	...	...	...
C., R. I. & P.	1	2	...	67	1	9	26	...	...	...	...
C. & A.	...	...	...	8	2	15	48	...	...	...	...
Illinois Central	2	...	...	1	10	18	4	...	...	...	...
Galena Div. N. W.	...	...	...	2	4	5	1	...	...	...	...
Wis. Div. N. W.	2	1	1	...	70	12	...	...	...	...	...
Wabash	...	...	...	...	2	6	...	...	...	...	...
C. & E. I.	...	...	...	...	1	...	...	...	...	...	...
C., M. & St. P.	1	3	2	4	129	19	6	...	...	...	...
Wisconsin Central	...	...	...	...	...	...	...	...	...	...	...
C., St. P. & K. C.	...	...	...	18	...	5	4	...	...	...	...
A., T. & S. Fe.	2	...	...	128	...	71	167	...	...	...	...
Through & Special	...	...	...	31	49	324	23	...	...	...	...
Total each grade	7	9	2	3	272	302	496	346	...	...	9
Total W. wheat	...	...	...	...	...	...	...	...	...	...	1,446

SPRING WHEAT.

Railroad.	2			3			4			No Grade.			White.	Mixed Wheat.
	2	3	4	2	3	4	2	3	4	2	3	4	2	3
C., B. & Q.	6	200	109	6	1	118	2	...	...	...	...	...	...	...
C., R. I. & P.	3	31	17	...	3	26	1	...	...	...	...	...	...	...
C. & A.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Illinois Central	1	2	...	...	...	...	...	...	...	...	...	...	...	...
Galena Div. N. W.	10	165	48	3	...	...	...	...	...	...	...	...	...	...
Wis. Div. N. W.	6	10	4	...	...	...	...	...	...	...	...	...	...	...
Wabash	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C. & E. I.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C., M. & St. P.	105	227	136	116	...	22	2	...	...	...	...	...	...	...
Wisconsin Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C., St. P. & K. C.	120	23	68	19	...	2	...	...	...	...	...	...	...	...
A., T. & S. Fe.	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Through & Special	958	461	106	1	...	13	...	...	...	...	...	...	...	...
Total each grade	1,209	1,120	499	154	4	190	5	...	...	...	...	...	...	...
Total Spg. wheat	...	...	...	...	...	...	...	...	...	...	...	...	...	3,181

CORN.

Railroad.	Yellow.			White.			2			3			4			No Grade.
	2	3	4	2	3	4	2	3	4	2	3	4	2	3	4	
C., B. & Q.	29	356	22	56	46	690	619	6	...	...	...	...	...	...	...	...
C., R. I. & P.	6	156	5	3	98	601	289	4	...	...	...	...	...	...	...	...
C. & A.	84	142	21	27	23	97	4	...	...	...	...	...	...	...	...	...
Illinois Cent.	423	469	71	106	127	188	286	6	...	...	...	...	...	...	...	...
Gal. Div. N. W.	2	166	...	5	23	367	495	27	...	...	...	...	...	...	...	...
Wis. Div. N. W.	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Wabash	76	76	8	11	26	50	14	...	...	...	...	...	...	...	...	...
C. & E. I.	59	79	7	11	4	89	17	...	...	...	...	...	...	...	...	...
C., M. & St. P.	3	79	4	7	15	366	297	38	...	...	...	...	...	...	...	...
Wis. Central	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
C., St. P. & K. C.	7	49	...	1	36	65	84	...	...	...	...	...	...	...	...	...
A., T. & S. Fe.	37	182	19	16	209	456	24	...	...	...	...	...	...	...	...	...
Th'gh & Spel	109	150	5	14	128	141	55	1	...	...	...	...	...	...	...	...
Total each grd	835	1,904	162	257	735	3,111	2,186	82	...	...	...	...	...	...	...	...
Total corn	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	9,272

OATS.

Railroad.	White.			2			3			White Clipped.			No Grade.
	2	3	4	2	3	4	2	3	4	1	2	3	
C., B. & Q.	147	185	47	79	...	9	2	...	...	...	...	...	...
C., R. I. & P.	53	377	18	110	...	7	...	...	...	...	...	...	...
C. & A.	34	20	10	4	...	...	...	...	...	...	...	...	...
Illinois Central	194	148	122	39	...	1	2	...	...	...	...	...	...
Galena Div. N. W.	78	404	38	184	...	2	1	...	...	...	...	...	...
Wis. Div. N. W.	34	95	15	9	...	1	...	...	...	...	...	...	...
Wabash	32	29	18	6	...	4	...	...	...	...	...	...	...
C. & E. I.	2	28	7	11	...	...	...	...	...	...	...	...	...
C., M. & St. P.	181	503	69	91	...	...	...	...	...	...	...	...	...
Wisconsin Central	4	3	2	...	...	...	...	...	...	...	...	...	...
C., St. P. & K. C.	53	154	70	56	...	...	...	...	...	...	...	...	...
A., T. & S. Fe.	22	29	44	10	...	...	...	...	...	...	...	...	...
Through & Special	125	200	5	49	...	87	1	...	...	...	...	...	...
Total each grade	959	2,175	465	648	...	111	12	...	...	...	...	...	...
Total oats	...	...	...	...	...	...	...	...	...	...	...	...	4,370

RYE.

Railroad.	2			3			No Grade.
	2	3	4	2	3	4	
C., B. & Q.	26	18	...	...	...	...	...
C., R. I. & P.	21	19	...	...	...	...	...
C. & A.	1	...	...	...	...	...	...
Illinois Central	16	2	...	...	...	...	...
Galena Div. N. W.	11	24	...	...	...	...	...
Wisconsin Div. N. W.	17	3	...	...	...	...	...
Wabash	...	...	...	...	...	...	...
C. & E. I.	...	...	...	...	...	...	...
C., M. & St. P.	47	4	...	...	...	...	...
Wisconsin Central	2	1	...	...	...	...	...
C., St. P. & K. C.	9	...	...	...	...	...	...
A., T. & S. Fe.	10	4	...	...	...	...	...
Through & Special	54	24	...	...	...	...	...
Total each grade	214	99	...	...	...	...	...
Total rye	...	...	...	...	...	...	313

BARLEY.

Railroad.	Chevalier.	2			3			4			5			No Grade.	Total No. Cars by Each Road.
		2	3	4	2	3	4	2	3	4	2	3	4		
C., B. & Q.	60	29	3	...	...	...	...	...	...	...	...	...	3,002
C., R. I. & P.	48	44	11	...	...	...	...	...	...	...	...	...	2,058
C. & A.	542
Illinois Central	20	79	...	9	...	...	...	...	...	...	...	...	2,348
Galena Div. N. W.	1	34	96	6	...	...	...	...	...	...	...	...	2,213
Wis. Div. N. W.	7	213	67	37	...	...	...	...	...	...	...	...	608
Wabash	3	...	...	...	...	...	...	...	...	...	...	362
C. & E. I.	320
C., M. & St. P.	2	17	316	71	19	6	...	...	...	...	...	...	...	...	2,911
Wisconsin Central	4	2	...	...	...	...	...	...	...	...	...	...	36
C., St. P. & K. C.	25	7	...	...	...	...	...	...	...	...	...	...	875
A., T. & S. Fe.	1	...	...	...	...	...	...	...	...	...	...	...	1,432
Through & Special	7	8	...	...	...	...	...	...	...	...	...	...	3,132
Total each grade	2	25	728	406	39	57	...	...	...	...	...	...	...	...	19,839
Total barley	1,296

WHEAT RECEIPTS AT PRIMARY MARKETS.

The receipts at primary markets from July 1 to April 2 during the last three years were as follows:

	1891-92.	1890-91.	1889-90.
St. Louis	24,602,000	10,332,000	13,193,000
Toledo	18,431,000	4,740,000	5,808,000
Detroit	6,717,000	3,803,000	4,486,000
Kansas City	12,853,000	5,442,000	4,814,000
Cincinnati	2,132,000	985,000	1,331,000
Winter wheat	64,735,000	25,302,000	29,632,000
Chicago	43,408,000	12,293,000	17,513,000
Milwaukee	10,105,000	6,006,000	5,885,000
Minneapolis	54,599,000	41,254,000	38,364,000
Duluth	41,424,000	13,527,000	16,732,000
Spring wheat	149,536,000	73,080,000	78,494,000
Winter wheat	64,735,000	25,302,000	29,632,000
Total, 40 weeks	214,271,000	98,382,000	108,126,000

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, April 9, 1892, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany		22,000	32,000	6,000	2,000
Baltimore	659,000	753,000	137,000	146,000	
Boston	265 0 0	45,000	113,000	37,000	9,000
Buffalo	760,000	70,000	29,000	99,000	77,000
do afloat					
Chicago	9,321,000	2,526,000	737,000	433,000	67,000
do afloat	783,000	1,430,000	103,000	217,000	54,000
Cincinnati	7,000	5,000	91,000	3,000	70,000
Detroit	176,000	12,000	26,000	39,000	36,000
do afloat	321,000				
Duluth	13,430,000				
do afloat	401,000				
Indianapolis	11,000	29,000	79,000	1,000	
Kansas City	378,000	74,000	31,000	6,000	
Milwaukee	379,000	10,000	5,000	41,000	144,000
do afloat					
Minneapolis	8,609,000	55,000	33,000		4,000
Montreal	606,000		518,000	39,000	93,000
New York	1,337,000	532,000	532,000	282,000	47,000
do afloat	64,000			30,000	
Oswego	25,000				30,000
Peoria	18,000	99,000	57,000	13,000	8,000
Philadelphia	722,000	1,026,000	363,000		
St. Louis	669,000	2,338,000	150,000		42,000
do afloat		90,000			
Toledo	785,000	1,063,000	99,000	96,000	
Toronto	150,000		11,000		96,000
On Canals				17,000	
On Lakes	1,250,000	680,000	62,000		
On Miss. River	51,000	96,000	13,000		
Grand total	41,177,000	10,955,000	3,221,000	1,495,000	779,000
Same date last year	22,343,928	2,838,012	2,593,516	455,523	1,039,705



— PUBLISHED ON THE FIFTEENTH OF EACH MONTH BY —

MITCHELL BROS. COMPANY.

(INCORPORATED.)

— OFFICE —

Howland Block, 184 and 186 Dearborn St.,

CHICAGO, ILL.

Subscription Price, - - - \$1.00 per Year

English and Foreign Subscriptions, - - 1.50 " "

English and Foreign Subscriptions may be sent to W. H. Smith & Son, 186 Strand, London, W. C., Eng.

A. J. MITCHELL, - - - Business Manager.

HARLEY B. MITCHELL, - - - Editor.

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1892.

THE INTERSTATE COMMERCE LAW.

The Milwaukee Chamber of Commerce wants the Interstate Commerce Law amended and has adopted resolutions to that effect and sent them to Congress. Every grain shipper of the country wants the law amended so that discrimination will be prevented as was originally intended. The business success of the great majority of them depends directly upon fair and equal treatment of all shippers by carriers, yet few of them are interested enough in the amendment of the law to appeal for a change.

Where such supreme indifference is shown by sufferers to matters of vital importance it is not likely that the legislators will come to their assistance before it is too late. In fact many dealers have already been forced to quit business or go into bankruptcy on account of railroad discrimination against them.

A bill has already been introduced in the United States Senate proposing to amend the law so as to provide for a definite mode of proceeding in the hearing and investigations by the commission, and to give its reports and conclusions the same status before the courts as the report by a Master in Chancery has in a court of equity. Such a change would surely be productive of good results, but other amendments are also needed. Transportation companies should be made indictable as well as their agents, and shippers should be able to give evidence without incriminating themselves.

The proposition to amend the law so as to permit pooling is directly opposed to the interests of shippers. To legalize pooling would serve only to give carriers more power and increase the difficulties of the unfavored shipper. Until several years ago they were allowed to pool and they abused the privilege most shamefully.

Rebates and discriminating rates should be

numbered with things of the past. Too long have carriers been permitted to build up communities and private business enterprises by destroying others with a discriminating rate. It is to the interest of all that each shipper should receive like service for like pay, and few are the shippers that will not heartily favor amendments that will secure such results, yet very few take the time to inform their representative in Congress that their business prosperity depends upon the enactment and enforcement of just such a law.

NEBRASKA DEALERS ARE ORGANIZING.

Indirectly we have been informed that the grain dealers of Nebraska are issuing circulars and taking the preliminary steps toward effecting a permanent state organization. This is truly encouraging. Nebraska dealers have many interests in common that can best be advanced by united effort; they have many difficulties to meet that can only be overcome by combination.

No important branch of business has so few organizations among its members; no business of equal importance has so great need of strong, active state and district associations; no trade is burdened with so many abuses, so many outrageous impositions, yet the members of no trade have shown such a decided antipathy to organizing associations for the promotion of their common interests and the mitigation or termination of evils from which they are all suffering.

The only reason we can give for this state of affairs is that dealers lack leaders. To make an association a success, that is, to secure beneficial results, it is necessary that energetic men take an active part in the management and that a progressive man with a thorough knowledge of the business and an unusual amount of push be employed as secretary.

DELAY OF SHIPMENTS IN TRANSIT.

Elsewhere in this issue we again give our readers a number of letters from shippers in all parts of the country, most of whom tell of losses caused by delay of their grain while in transit or because they could not obtain cars to ship in. That all suffer, either directly or indirectly, from the delays is patent, and judging from the letters of those who have suffered loss from delays we conclude that the number of receivers and shippers who would willingly join hands and fight this common evil is large.

A number of ways are suggested for remedying the abuse, the most practical being the united effort of sufferers to secure the establishment of reciprocal charges for delays. Carriers should be made to pay shippers as much per day for delaying his grain by not supplying cars within forty-eight hours after application is made, as shippers and receivers are charged for delaying cars more than forty-eight hours to load and unload.

The best remedy for the delay of shipments while in transit is to establish a certain time for the transportation of shipments 100 miles, and require carriers to deduct \$3 for every day or part of day shipment is delayed in excess of two days and the stipulated time. Shippers differ greatly as to what would constitute a reasonable time for transporting grain 100 miles, but all would be satisfied if it was transported at the rate of 100 miles per twenty-four hours. At that rate grain would be carried from Chicago to the seaboard in ten days, and with the regulation suggested it would cost the carrier \$3 for every day over twelve days that was required to transport it.

With such regulations in force delays would surely be greatly reduced. Carriers would be very careful not to delay shipments, and would take every precaution to prevent blockades. Better facilities for handling shipments would be provided, and carriers would obtain better returns from their freight carrying equipment, in that cars would take four or five loads to the seaboard in 100 days instead of one.

The advisability of having such regulations is one thing, and the way to procure it is another.

Damages for unreasonable delay in the delivery of grain are recoverable in the courts, and if shippers and receivers will carry a few cases through the courts they will secure the establishment of a reasonable period for delivery. Freight train time tables would undoubtedly be introduced as evidence, and on these, trains are scheduled at ten to twenty miles per hour. Such a speed would be very satisfactory to shippers.

Every shipper and receiver in the country would be benefited by such decisions, hence every one should contribute to the expense of procuring them. Any firm with large capital can do it, but it would be better for a number who have suffered to engage same council, all commence suit in same court at same time, and divide the expense.

As is stated by the Hon. Edw. A. Moseley, secretary of the Inter-State Commerce Commission, a case might be taken before the commission, and we doubt not that it would be with good results. Congress might be asked to pass a law fixing the minimum time to be allowed for transportation, but it would take too long to secure its enactment. Prompt delivery of shipments can be secured sooner by fighting the railroads in the courts or before the Inter-State Commerce Commission.

TO REGULATE DOCKAGE BY LAW.

In Manitoba it has been proposed to legislate smut out of existence, it has also been proposed to regulate dockage of grain for dirt contained by law, and recently a resolution was introduced in the Manitoba Legislature to the effect that some provision should be made whereby a uniform and equitable system should be established for dockage.

The wise legislators should first enact a law prohibiting the marketing by farmers of grain containing more than two pounds of dirt to the bushel, and then they can, with good grace, limit by law the amount of dockage. The cause of dockage is dirt, so to regulate dockage and make it uniform in all places it will be necessary to regulate the amount of dirt the farmer leaves in his grain. The government which undertakes this is, indeed, undertaking a difficult task. It might as well try to compel all farmers to market grain of like quality or to compel all dealers to pay the same price for grain.

When the farmer is not satisfied with the amount of the dockage the grain should be cleaned at his expense and the dirt returned to him. Few farmers will ask more than once to have their grain cleaned.

THE GOOD OLD TIMES.

Congressman Taylor the other day took a fall out of the people who claim that the farmer has been traveling the downward road to financial ruin. There are plenty of men still living who remember the condition of the farmers forty and fifty years ago. The facts are of no particular use except to show that the farmer has shared in the general progress and prosperity. Mr. Taylor said:

I can remember very well when I was a boy that the neighbors used to gather around my father's fireside and talk about their mortgages and debts. He did a good deal of business and it was a very common occurrence for them to come there and talk about such matters. There was more poverty among the people, more property sold by the sheriff, more suffering and want in those days than I have ever seen since. Eggs sold at 4 cents a dozen, oats at 12½ cents a bushel, corn at 25 cents, wheat at 37¼ cents, and vegetables would not sell at all.

When I was a boy we hauled wheat to the canal, a distance of forty miles, and sold our wheat at 37½ cents a bushel, and I can remember the time when there was absolutely no market at all for wheat. I know that my father had a very large crop of wheat, several hundred bushels, and was absolutely unable to sell it at any price, and many farmers let their wheat rot in the field. It was the same with apples and potatoes; there was absolutely no market for them. We had two large orchards on my father's farm, very good ones, too, and I remember that at one time we picked 100 barrels of splendid apples, the choicest that we could select, and put them in new, clean barrels, but we could not sell them anywhere, and those apples rotted.

Mr. Chairman, these older men who lived in the rural districts know that I am telling the truth. The farmers

know it. The farmers now have carriages, spring wagons, carpeted floors, papered walls, comfortable homes, comfortable clothing, and a thousand conveniences and comforts which they did not have then. There was not a young man in my neighborhood who had a good overcoat before he was 21 years of age. The first one I ever had I bought when I was about this age, and I bought that on credit. At that time everything was bought on credit, and debts and wages were paid by orders to the stores.

This is all gospel truth, and even the agitators and jaw-workers know it. The claim that the farmer's lot has not been improved along with the condition of other members of the community is absurd. Forty and fifty years ago, and a great deal less, wages were low, business was unstable and values fluctuating. The present time has problems and trials of its own; but it is flying in the face of facts to assert that the farmer's condition has not been vastly improved, even admitting that his present condition is as bad as the calamity mongers say it is.

UNIT OF MEASURE FOR GRAIN.

As in this country so in the United Kingdom, a variety of weights and measures is used in selling grain. A bushel in one district is equal to more or less than a bushel in another, which causes a world of confusion and trouble.

Efforts are continually being made in both countries to secure the adoption of the same unit of measure throughout the country. It would greatly simplify grain measures, prevent errors and facilitate business between the two countries if both would adopt the same unit.

The great variation in legal bushels established by the different states forms a puzzling complexity. The unit of measure for grain should be the same throughout our country and that unit should be one hundred pounds. We have repeatedly shown the discrepancies between the legal standards of the different states. In not all states is the legal standard used, but those using any other do so at their peril, for sellers can insist upon the legal standard being used and sue for the difference where they find another was used without their consent.

LEGISLATION RECOMMENDED.

The committee appointed by the Minnesota Legislature to investigate the charges made against the elevator companies of that state has made some recommendations to the legislature that will receive the approval of the dealers of that state, and others that will not.

Its first recommendation is that all railroad companies doing business in the state should be required to construct and maintain track scales at all stations from which at least sixty carloads of grain are annually shipped, and that they be allowed to make a reasonable charge for such service. The Illinois law leaves it at the option of the largest shipper at points from which 50,000 bushels or more are annually shipped, to require or not the railroad company to maintain track scales. It is needless to say that none are required, for the very good reason that track scales are not suited to the weighing of grain, and dealers do not want them put in. They are unreliable and are continually getting out of order, and when not under cover are subject to the influences of snow, rain, wind and sleet. Dealers who have had experience with track scales, over which trains are continually passing, would rather hire a man to guess at the weight of their shipments than pay for such service.

The committee's recommendation that carriers should be required to give clean bills of lading and deliver the full amount of grain received, less one-half of one per cent., is a good one in spirit, but the amount allowed for shrinkage and loss in transit is too large. It should not be over one-fourth of one per cent.

The recommendation that public warehousemen should be required to report amount of wheat in bins and amount of receipts outstanding once a year, and when changing from private to public houses or vice versa, is an excellent one. It would be the means of reducing the amount of dockage for future shrinkage at terminal ele-

vators, from which shippers suffer continually, and force warehousemen to stand the actual loss by shrinkage, or compel them to saddle a loss, real or claimed, upon the owner of the grain while in store, as it should be.

The proposition to erect at public expense, contiguous to deep water, warehouses for storing, unmixed, the different grades of grain produced in Minnesota, is a wild-eyed, impractical scheme, proposed only as a sop to the farmers. If there were any demand for such a house, it would have been provided long ago.

If practical, the committee wants public elevators to construct scales and weigh grain on the ground floor before it is elevated, so that the unloading of cars may be under the supervision of state weighers. By such an arrangement dockage for future shrinkage might be prevented, but it can as well be prevented by law, as it should be.

MAY SEND OUT QUOTATIONS AGAIN.

The directors of the Chicago Board of Trade have decided to get the opinion of the majority of the members in regard to the collection and dissemination of market quotations, and on April 23 members will vote on the proposition, "Is it advisable that the directors of this Board make provision for the early and general distribution of the market quotations?"

The bucket shops get quotations, and always have, in spite of every effort the board of directors has made. They will continue to get quotations whether the Board is willing or not, so it might be just as well to give up the fight, collect and send out quotations to those who want them. It will not make much difference to the trade at large what action the Board takes in the matter, except that all will have greater confidence in the quotations. It would also prove a source of revenue to the Board.

THE MINNESOTA INVESTIGATION.

The committee appointed by the Minnesota Legislature to investigate the charge against Duluth elevator men of secretly and fraudulently shipping wheat has thoroughly investigated the matter and in its report it completely exonerates the elevator men of any blame for so doing. The elevator men admit that they secretly shipped the wheat at night but not without the permission of the Warehouse Commissioners. The wheat, 259,000 bushels, was heating, and they secretly shipped it away to avoid a panic. They lost over \$100,000 by so doing but they saved many times that amount to the producers of the Northwest and the holders of wheat certificates. In its report the committee says it has no doubt that the action of the commissioners in directing the recent shipment of the injured grain was prompted by the highest consideration of public policy and amply warranted both by provisions of the law and existing facts.

The grain growers of the Northwest, to relieve themselves of the crime of supreme ungratefulness, should draw up an appropriate resolution of thanks and present it to the elevator men, with a check for \$100,000. It would encourage the elevator men to save the market again if it ever becomes necessary.

The minor charges against the elevator men were found to be due to carelessness, rather than to an intention to do any one an injustice. The committee found that the charge that the elevator companies of Duluth had been grossly negligent in cleaning out cars, and that thereby shippers had suffered serious loss was an exaggeration. It was shown that when rushed the employees were careless, but that no serious loss resulted to shippers.

The average shown to have been shipped out was much less than was generally supposed the elevator companies derived from docking for future shrinkage. During the five years ending with August, 1890, the Duluth elevators handled 56,000,000 bushels, yet their overage amounted

to only 11,213 bushels, and before it was shipped the permission of the Warehouse Commission was obtained.

The committee found nothing to reflect upon the integrity and efficiency of the state inspection and weighing departments, and reports that the testimony did not show any disposition on their part to impose upon or favor any interests whatever.

The investigation cost the state \$10,000, but as seven of the eight members signed the report, it is probable that the majority of the farmers will be satisfied that Duluth elevator men are not professional robbers.

THE HATCH BILL.

The Hatch Anti-Option Bill is now on the calendar of the House. The report of the committee has been printed, and as the bill is ostensibly a revenue bill, it is likely to come up at any time. The friends of the bill declare that all objectionable features have been removed from it, and are confident that they can easily secure a majority for its consideration and passage, both in the House and the Senate.

The text of the principal sections of the bill is printed on another page. Mr. Hatch has declared over and over again that the amended bill will not interfere with legitimate trading in futures. The point which interests grain men is whether the Hatch Bill, if it becomes a law, will prevent the grain man and miller from selling to protect his purchases. Obviously not, so far as the grain man is concerned; but how of the speculative market? Will there be one in which the grain man and miller can sell for the purpose of protecting himself?

In his testimony before the legislative committee in St. Paul, Mr. Pillsbury gave the figures of a number of elevator companies, some of which showed large losses. It is apparent that these elevator men were carrying their own grain and had not protected themselves by sales for future delivery. If this is a sample of what the grain business would be without a speculative market, we want none of it. It would hardly be an ideal condition of affairs if the grain man is to supply money and take all the risk. But few would be found rich enough and bold enough to do it. Just what effect the Hatch Bill will have in this matter of vital concern to dealers can hardly be predicated, but it cannot be expected that the withdrawal of speculative capital from the business will facilitate exchanges. The grain market is far more likely to become like the produce market. This is the real danger of such a bill as Mr. Hatch's. Nobody would feel regret if a few big speculators were driven from the field; but if speculative capital is withdrawn, will there be a market worthy of the name, in which one can sell for future delivery?

"PLANT CORN."

A revolution of sentiment is taking place in the South in reference to the policy of raising so much cotton. The last crop, with its enormous proportions and low prices, has convinced many Southern planters that their only salvation lies in diversifying their crops. "Uncle Remus" has written a new song for *Dixie*. Here it is:

Oh, Dixie Land is the land of cotton,
That's why Dixie's now forgotten;
Plant corn, plant corn,
Plant corn down South in Dixie!

Oh, cotton, she is a gay deceiver,
That's jes' why we're goin' to leave her;
Plant corn, plant corn,
Plant corn down South in Dixie!

The South should raise more grain and meat. There is no earthly reason why the South should not be self-sustaining in the matter of food; but some states are not. But the farmer in the West and Northwest needs diversity in crops quite as much as his Southern brother. The one has run quite as much to corn and wheat as the other has to cotton, and with pretty nearly the same results—crops too large to be remunerative in the aggregate.

Grain Dealers' Associations.

KANSAS AND NEBRASKA GRAIN DEALERS' ELEVATOR ASSOCIATION.

President, MASON GREGG, Lincoln, Neb.; *Vice-President*, FRANK LOWER, Council Grove, Kan.; *Secretary*, W. T. CAYWOOD, Clifton, Kan.; *Treasurer*, O. A. COOPER, Humboldt, Neb.

STATE GRAIN DEALERS' ASSOCIATION OF TEXAS.

President, S. F. McENNIS, Dallas; *Vice-President*, E. EARLY, Waco; *Treasurer*, J. P. HARRISON, Sherman; *Secretary*, G. D. HARRISON, McKinney. *Directors*, J. F. McENNIS, J. P. HARRISON, E. EARLY, S. E. McASHAN of Houston and C. F. GRIBBLE of Sherman.

GRAIN SHIPPERS' ASSOCIATION OF NORTH-WEST IOWA.

President, T. M. C. LOGAN, River Sioux; *Vice-President*, H. HANSON, Odebolt; *Secretary and Treasurer*, F. D. BABCOCK, Ida Grove; *Assistant Secretary*, F. G. BUTLER, Schaller.

Executive Committee, E. A. ABBOTT, Des Moines; J. Y. CAMPFIELD, Sac City, and T. M. CATHCART, Kingsley.

GRAIN DEALERS' AND MILLERS' ASSOCIATION OF THE CUMBERLAND VALLEY.

President, S. C. WAGNER, Newville, Pa.; *Secretary*, JOHN A. MILLER, Oakville, Pa.; *Treasurer*, D. H. MILLER, Oakville, Pa. *Executive Committee*, J. K. BEIDLER, Oakville, J. W. SHARPE, Newville, U. G. BARNITZ, Barnitz; H. K. MILLER, Huntsdale, and J. H. BRINKERHOFF of Walnut Bottom, Pa.

ILLINOIS GRAIN MERCHANTS' INSURANCE AND PROTECTIVE SOCIETY.

President, H. C. MOWREY, Forsythe; *Secretary and General Manager*, S. K. MARSTON, Onarga; *Vice-President*, EDWIN BEGGS, Ashland; *Treasurer*, E. R. ULICH, Jr., Springfield.

Executive Committee, E. F. NORTON, Tallula; F. M. PRATT, Decatur; T. P. BAXTER, Taylorville.

Committee on Claims, W. B. NEWBIGIN, Blue Mound.

GRAIN DEALERS' ASSOCIATION OF OHIO.

President, E. C. WAGNER, Columbus, Ohio; *Vice-President*, E. M. BENNETT, JR., Urbana; *Secretary*, E. W. SEEDS, Columbus; *Treasurer*, J. W. McCORD, Columbus. *Board of Managers*, J. C. HANNUM, Duvals; J. W. JONES, Radnor; J. P. McALLISTER, Columbus; J. W. WOLCOTT, Conover, and N. R. PARK, Ada.

Legislative Committee, J. W. McCORD, D. McALLISTER, E. W. SEEDS, E. C. WAGNER, W. A. HARDESTY, and E. C. BEACH.

EDITORIAL MENTION

OUR department of "Crop Conditions" in this issue contains a number of excellent reports.

HIGH & DAMPMAN of 46 N. Seventh street, Philadelphia, have bought out J. L. & H. W. High, makers of combined engines and boilers and electric motors and dynamos.

IF you wish to buy or sell an elevator or second hand machinery just consult our departments "For Sale" and "Miscellaneous Notices." A number of bargains are offered in this issue.

THE April grand jury in this county has been duly instructed by Judge Hutchinson as to their duty to indict bucket-shop keepers. The state law is plain, and a few convictions might lessen the evil.

WE have received from Frank Kaucher, the well-known elevator builder of St. Joseph, Mo., a neat card bearing an expressive cartoon and the request that we grant him the pleasure of fishing in our pond, which we gladly do. He has been persistently fishing in our pond for some

months and we hope with good results for himself and our readers.

THE condition of the growing grain is of interest to every grain dealer, and for that reason we would be pleased to publish reports from dealers in all parts of the country.

THE well-known firm of J. J. Blackman & Co., commission merchants of New York City, have moved their office to 95 Broad street, rooms 604 and 605, where they will be pleased to welcome old and new friends.

AFTER Partridge's successful stroke the other day some one wired a Chicago broker: "A thousand gunners after one Partridge, and the bird escaped without a scratch." The plunger is certainly a very nimble bird.

IN the Chicago grain fleet this year were nearly a hundred vessels with aggregate cargoes of about 6,000,000 bushels. Of this amount 2,552,000 bushels is wheat, nearly a million bushels flaxseed, over half a million bushels oats, and the balance corn and rye.

CHARTERS have been made at Duluth and Superior for about 3,000,000 bushels. Most of this will move within a fortnight after the opening of lake traffic. The elevators were never so heavily taxed as just now. They contain about 13,000,000 bushels, with a million a week additional pouring in upon them.

SHIP building has been very active all winter at the lake ports. Ten "whalebacks" are in course of construction at West Superior. At Cleveland one of the new carrier "Monitors" has been launched, and two more soon will be. The "Monitor" is said to be patterned quite closely after the whaleback type.

THE Jeffrey Manufacturing Company of Columbus, O., reports that it is enjoying a flourishing business in chain specialties. The demand for its new detachable drive chains, advertised in this issue, has reached the company's most sanguine expectations, while the outlook is very bright for a largely increased demand.

THE erection of the 1,000,000-bushel elevator, illustrated in this issue, at Galveston, Tex., is another step toward building up the export grain trade of the gulf ports. The only way to entice trade into new channels is to provide first-class facilities for its accommodation and this Galveston has done. Other gulf ports will undoubtedly follow.

AFTER a three days' session the general freight committee of the Central Traffic Association adjourned without lowering the grain rates on Eastern roads. It was feared that a reduction of rates to meet the competition of the lake lines would force a reduction in rates to local points. It is not probable that any reduction will be made just yet, if at all.

WE were recently favored with a call by W. W. Haskell, State Grain Inspector for Kansas. He stated that the work of the department was proving satisfactory to shippers, and that the Committee of Appeals at Kansas City had only made one change in grading, which shows that those connected with the department are careful and conscientious workers.

THE Government of Mexico has made a contract for the completion of the railway across the Isthmus of Tehuantepec, work on which was started by an English company some time ago. The distance across the Isthmus is only about 150 miles so that grain could be transferred from boats in the Pacific to cars carried across the Isthmus and transferred to a boat in the Atlantic within a week. Grain could be carried in bulk

by this route and transported from the Pacific grain-exporting states to Europe in less than one-half the time now required to send it by way of Cape Horn.

SHIPMENTS of wheat from the Argentine Republic have hitherto been made in sacks. The new elevators are now ready, and hereafter shipments in bulk will be common. There are three shipping elevators at Rosario, one at Villa Constitucion and one at Buenos Ayres.

A BILL has been introduced in the United States Senate prohibiting foreign railroad companies from doing business in the United States unless they comply with the Inter-State Commerce Law. The bill is aimed at Canadian railroad companies that have, by cutting rates, carried much grain that would naturally have been carried by carriers of the United States.

IOWA's Legislature has adjourned without enacting a warehouse law, so Iowa grain growers will be free from this incubus for at least two years longer. The agitators who, while weeping for the poor farmer, were seeking to provide sinecure positions for themselves and friends, were not strong enough to induce the legislators to saddle such a useless service upon the grain producer and the trade of the state.

C. F. SHEDD, at one time engaged in the grain trade at Fairfield, Neb., has been working on plans for storage for some time and claims that his plan will revolutionize the storing of shelled corn and other grains liable to heat in common elevator bins, and that by his method shelled corn can be safely stored for years. Elevator men in all parts of the country will herald with joy the success of any plan that will deliver them from losses caused by heating of grain.

THE United States is admitted to be the most progressive and far in advance of all other countries in methods of and machinery for handling grain, yet at a number of terminal points ancient methods of transferring grain from car to car are still employed by some railroads. Self-interest should prompt shippers to protest against old-fashioned methods, and demand the erection of modern grain transfer houses at every point where grain is transferred from one road to another.

THE Merchants' and Shippers' Association of Chicago wants the Interstate Commerce law amended so that shippers shall be relieved from all liability under the Interstate Commerce law, and that the penalty imposed on a railroad agent or employee for violating any provision of the act shall be imprisonment not to exceed two years. After a few traffic managers had spent a summer or two in penitentiary, rebates and discriminating rates would not interfere with the natural course of trade.

THE conditions are ripe for another grain blockade at Buffalo, yet the elevator managers at that port are making no effort whatever to prevent it. The idle elevators will be kept idle, and no grain will be loaded in canal boats if they can possibly avoid it. The rail carriers want to transport all the grain and to get it the canal must be shut out. The trouble and expense caused shippers by the war on the canal may lead the grain trade to seek other routes to the seaboard. The pool can not have its own way about everything.

THE inefficiency of one of the Missouri state grain inspectors has got his bondsman into a lawsuit. J. J. Armstrong claims that E. S. Breathitt, assistant inspector at Kansas City, graded fifteen cars of wheat as red winter No. 3, when in fact, it was only No. 4. Armstrong bought the wheat and shipped it to St. Louis, where it was graded No. 4, so he lost money on the transaction. The Missouri, Kansas and Texas Trust Company is on the bond of Breathitt and is responsible for any malfeasance of Breathitt in the performance of

the duties of his office to the amount of \$10,000, which Armstrong claims is the amount of his damages. The path of Kansas City's inspector politicians seems to be along a very thorny way at present.

ELEVATOR men at Kansas City have not taken out a license as required by the Missouri law, although some of them receive grain not their own. Grain dealers have no respect whatever for the state inspectors and the state's inspectors at that point have been politicians who knew practically nothing about grain and aimed to forget the little they did know. Too much politics and not enough attention to the requirements of the business has brought the Kansas City department into disrepute.

A LEGAL decision of interest to users of steam power has just been made in the United States court. The Stilwell & Bierce Manufacturing Company of Dayton, O., has been granted an injunction and accounting with costs against the Hoppes Manufacturing Company of Springfield, O., for infringement of the Stilwell patent. The case was vigorously conducted and ably defended, and has resulted in a victory for the Stilwell patent. This decision makes all purchasers or users of the Hoppes Purifier liable for damages to the Stilwell & Bierce Company.

If you load a car with contract wheat and it arrives at destination empty or nearly so do not blame the terminal elevator men or those at junctions, do not charge the employees of transfer cars with stealing the wheat or the carrier with scattering it along its route with poor cars. Lay all the blame for your losses on the "grain car borer." This will please the terminal elevator men and prompt them to dock their receipts more heavily. The car borers are undoubtedly responsible for many losses but the carriers can prevent most of the losses if they will inclose their yards and provide vigilant watchmen.

DELAY of shipments and scarcity of cars has caused millers of the Northwest so much loss and trouble that they finally decided to do as several large grain shippers have already done, that is, to buy cars and charge the railroad companies the mileage allowed connecting lines for the use of the cars. However, the carriers raised a vigorous protest before the cars were purchased and gave the millers to understand that when cars were scarce they would be willing to transport goods in any car, but would not do so when their own cars were idle. This is a new stand for the carriers, and shuts off one way of facilitating shipments.

AN electric plant has been placed in a Buffalo elevator, not for the purpose of shocking the members of the pool into a sensibility of their duties to the grain trade of the country, but for the purpose of operating the house at night as well as day, so that more cars can be loaded and the grain rate reducing waterway pushed nearer to its end. The cheaper grain is carried to our seaports and to foreign lands, the more will we be able to sell in foreign lands where we must compete with other countries. It is to the interest of producers and dealers everywhere that transportation routes where cost is the least be maintained.

ONE of our correspondents in this issue complains very bitterly of shortages in shipments at Chicago of 400 to 1,000 pounds, which the terminal elevator men will readily explain by claiming that his scales are out of order, but as his direct shipments to mills and breweries hold out their scales must be out of order also. We would not charge the elevator men of Chicago with keeping their scales out of order because city inspectors and a public weighmaster are on the lookout for such disorders, but we will charge them with docking for future shrinkage every load of grain received. The owner of grain while it is in store never suffers from shrinkage, the country shipper is compelled to bear the loss that should be borne by the holder. It will be

so until country shippers rise up and declare against the steal.

CANADIAN shippers have suffered heavy losses on grain shipments, owing to unreasonable delay of grain in transit, and some threaten to sue the carriers for damages. Many shippers have lost from \$4,000 to \$10,000, owing to a decline in the market price of their grain while in transit. In some cases the loss of interest on their money would increase their loss to \$1,000 more. As long as shippers tolerate this imposition, it will be continued. When the carriers have to bear the losses caused by delay in transit, grain will be delivered at its destination promptly.

THE state of Texas has made some exceedingly unique departures in the way of legislation. The anti-combine law now before the legislature is a Jim Dandy in the way of law making. If it becomes a law Texas grain men, millers, insurance agents, grocers, and everybody else want to look sharp or they may get from one to ten years' hard labor for some attempt to agree with competitors as to prices. A funny part of the law is that they propose to arrest people who may never have been in Texas, if they are officers of companies doing business in that state. Perhaps other states might have something to say about arresting and transporting their own citizens to Texas for trial, but that phase of the matter does not seem to have occurred to the Texas solons.

SECRETARY RUSK of the Government Department of Agriculture is preparing what is certain to be pronounced a marvelous agricultural exhibit. It will be at once a striking demonstration of the broad scope and efficient work of the department of which he is the head, and a school of instruction for all who are interested in agricultural matters. It will include full illustrations of various insect depredations, a mammoth globe representing graphically the history of pleuropneumonia and its remarkable extermination in America; a model of the famous Death Valley, with its strange fauna and flora, and a working set of a modern weather station's outfit. Under the immediate supervision of Expert Hubbard the most complete and comprehensive collection of grains ever made is being prepared, with the co-operation of the farmers in this country, and in foreign parts. Samples of wheat grown in every county in the United States will be shown. Grains from Peace River in Northern Canada, to Patagonia, from Russia to India, will be in the collection; every seed picked by hand and the varieties arranged in tasteful glass compartments with labels indicating the name, place, weight and effects of the soil and climatic conditions. There are now collected 2,000 samples of wheat, 1,000 of oats, 5,000 of rye, 3,000 of barley, 300 of buckwheat, 1,500 of corn (besides the exhibit of corn in the ear), and proportionate numbers of the various other grains and garden products. An effort is being made to secure from Egypt one of the original father wheat plants.

PARDRIDGE.

Mr. "Ed" Pardridge is filling the role vacated by B. P. Hutchinson on the Chicago Board of Trade with profit to himself if not to the satisfaction of his brother speculators. Unlike Old Hutch, Mr. Pardridge does not work in the dark. He is a consistent bear, and in spite of his huge losses of a few months ago he has managed to make the business of short selling very profitable to himself, and interesting to others. He is now by odds the most important figure on the Board. But his prominence is dangerous in its possibilities. His speculations are of the plunger variety. His luck and grit have so far heaped up a bank account. But the "other fellows" will get after him some day when the market is theirs. They will take his financial scalp and loot his bank account. It always happens to the King Bee speculators if they stay on the field. The "other fellows" are always a little too much for any one man in the long run.

THE ENGLISH ELEVATOR COMPANIES.

A correspondent of the *Financial Times* of London after writing about the Hammonds, says:

I only wish I could speak as hopefully of the Chicago Elevator Company, but I have but scanty consolation to give to the holders of these securities. In my opinion the directors of this concern do not understand their business; otherwise, they would long ere this have taken the advice tendered them at starting. Then it was pointed out to them that the present condition of the grain business prevented the treatment of elevators as mere storehouses for grain. In past years, when grain was prolific, and means of transportation limited, these elevators could get grain from merchants to store. But now the business has to be conducted on different lines. The elevator owner must have houses all over the country, and buy outright from the farmer, paying cash down for his purchase. He can at the same time sell his grain for delivery six months ahead, and the price which he can obtain for future delivery will provide him with storage charges and interest on his money. Practically this puts the elevator owner into the position of a banker, who holds grain as collateral and charges the client fair rates for interest on the money and storage expenses. Had the Chicago Elevator Company been provided with a sum of £100,000, it could have filled its elevators and obtained storage charges on grain to the value of £500,000, for plenty of banks could be found to advance money on grain with 20 per cent. margin, and the margin which it is customary to demand from the buyer of the grain for future delivery would be ample guarantee against loss. Without this working capital I cannot conceive of this company ever being steadily profitable to its shareholders, though if it is ever to show a profit under present conditions it will be in the current year, when a glut of grain almost unprecedented is on the market.

Just the opposite state of affairs exists in the condition of the Chicago and Northwest Granaries. It is provided with ample working capital, and the soundness of its position and high standing of its local managers secure it all the further cash supplies it requires. Despite the admitted shortage of the crops of the years 1889 and 1890, it managed in the first-named year to pay 10 per cent. on its ordinary shares, and for the latter year the preference were paid in full, besides redeeming a considerable amount of debentures. I had the opportunity of meeting and conversing with the president of the American Board, who is a conservative, careful gentleman, and declines to commit himself to any estimate of profits. It is enough for him to know that he is endeavoring to make them as large as possible, and with caution he admits that the prospects are good. But I gather from my conversation with him that the shareholders will be well pleased with the results of the year's trading.

DOTS AND DASHES.

M. H. Dunn, Star City, Ind.: "Find \$1 for AMERICAN ELEVATOR AND GRAIN TRADE. I cannot get along without it."

The steamer Missouri sent from New York with a cargo of flour for the starving Russian peasantry, arrived at Libau April 3, and met with a warm reception.

Thousands of grasshoppers were unearthed near Circleville, Pickaway Co., O., by Owen McDill while plowing a field on his farm. He found them in large pockets a few inches beneath the surface, alive and vigorous and apparently uninjured by the rigors of winter.

We exported in the first two months of the year \$186,776,433 worth of merchandise, against \$157,506,308 worth in the first two months of 1891. In the twelve months ending with February the value of our exports was \$999,779,771, against \$869,319,882 in the corresponding months of 1890-91.

Representative Phillips of Texas has presented to Commissioner Hollingsworth of the Agricultural Bureau, a specimen of Texas flax, grown on a rocky knoll on the farm of John Byrne of Upshur county. The specimen includes three samples, representing the crude and other stages before it is ready for manufacture. The flax yielded two tons to the acre, valued at \$45, and hence pays better than cotton. Mr. Byrne, who is a native Irishman and worked in flax in the old country, says the Texas article is equal to the Irish. It will grow anywhere in Texas.

ELEVATOR AND GRAIN NEWS

A rice mill is wanted at Belvedere, N. C.

An elevator is talked of at Asbland, Wis.

Limestone, Me., is to have a starch factory.

An elevator has been built at Argonia, Neb.

An elevator is to be built at Blue Springs, Mo.

A grain elevator is to be built at Abilene, Tex.

A brewery is being built at Huntington, W. Va.

The new elevator at Alma, Neb., is in operation.

William Pfeiffer is building a brewery in Chicago.

Marx Bros. will build a brewery at Wyandotte, Mich.

J. E. Scott, grain dealer at Aylmer, Ont., has sold out.

W. F. Penniman will build a rice mill at Brunswick, Ga.

F. C. Robinson has started his starch mill at Blaine, Me.

S. R. Dillinger, grain dealer at Inland, Neb., has sold out.

Farmers at Qu'Appelle, Man., propose to build an elevator.

Benson & Dalton, grain dealers at Portland, Me., have failed.

C. A. Arnsberger, grain dealer at Oxford, Neb., has sold out.

Taylor & Johns, grain dealers at Beatrice, Neb., have sold out.

J. M. Marsh, grain dealer at Guide Rock, Neb., has sold out.

George McLean has opened the elevator at Fond du Lac, Wis.

A brewery is being built at Fort William, Ont., by Mr. Gebel.

The Celluloid Starch Company will build a factory at Rome, Ga.

The grain elevator at Linden, Ia., has been bought by Lee McGee.

Charles Eisenbels is building a brewery at Port Townsend, Wash.

The Stang Brewing Company is building a brewery at Sandusky, O.

F. K. Spaulding & Co., grain dealers at Bristow, Ia., have sold out.

Van Boskirk Bros., grain dealers at Frederick, Kan., have sold out.

Gus Jennings, dealer in grain and hay at San Antonio, Tex., has sold out.

John L. Woy, dealer in grain and wool at Sparta, Wis., has sold out.

The new grain elevator at Sheridan, Ill., is rapidly nearing completion.

St. Louis grain dealers are still complaining of the Kansas City mixers.

An elevator will be built at Atwater, Minn., in time to handle the next crop.

O. M. Young, dealer in grain, lumber and hardware at Berlin, Neb., has sold out.

The F. W. Cook Brewing Company has been incorporated at Evansville, Ind.

Everts & Co., grain and hay dealers at Oakland, Cal., have dissolved partnership.

Micklewaite & Coates, grain dealers at Hillsdale, Ia., have dissolved partnership.

Christian & Cotner, grain dealers at Omaha, Neb., have dissolved partnership.

The Jennings Rice Milling Company of Jennings, La., proposes to build a rice mill.

An elevator will be built at Belmont, Man., by a stock company now being formed.

N. H. Halderman is putting in a gas engine to run his elevator at Mount Carmel, Ill.

Bonds of the City of Chicago Grain Elevators, Limited, have recently been sold at 70.

Keenan Bros., dealers in grain and farm machinery at Battle Creek, Ia., have sold out.

A large elevator will be built at Riverside, Mo., by Z. O. Smith & Co. of Kansas City.

The old Sternberg Elevator at Buffalo, N. Y., was set on fire recently by an incendiary. The flames were fortunately discovered in time to prevent serious damage.

Like many others in Buffalo, the elevator has stood idle for several years.

Mr. Johnson, elevator man at Minnedosa, will start a machine shop at Neepawa, Man.

The Plant Milling Company of St. Louis, Mo., will build an elevator to cost \$17,000.

David & Ouimet, dealers in grain and hay at Montreal, Que., have dissolved partnership.

The Kyle Oil Company has been incorporated at Kyle, Tex., to build a cotton-seed oil mill.

J. A. Coulter of Albany has bought the Darlington Mill and Elevator at Darlington, Mo.

J. R. Kent & Co., grain dealers at Edwardsville, Ill., have been succeeded by Dippold Bros.

Hay Springs, Neb., shipped 234,882 bushels of grain during the six months ending March 1.

Henry W. Brooks & Co., dealers in grain and fertilizers at Jacksonville, Fla., have sold out.

The Calgary Brewing and Malting Company has been incorporated at Calgary, Alberta, Can.

The Inter State Grain Company of Minneapolis is building an elevator at Marshall, Minn.

J. S. Hole, grain dealer at Harbina, Neb., has quit the trade and entered the hardware business.

The Hepburn Elevator Company has been incorporated at Hepburn, O., with \$5,000 capital stock.

A company is being formed at Mason City, Neb., to build an elevator and ship grain and stock.

A. Gutman, grain dealer at Botkins, O., has failed. Liabilities \$20,000, and assets about equal.

A long line of wagons can be seen every day at the elevator in Regina, Man., waiting to unload.

A 30,000-bushel elevator is to be built at Wichita Falls, Tex., by the Wichita Falls Milling Company.

The Bay View Brewing Company has been incorporated at Seattle, Wash., with \$300,000 capital.

W. H. Hopkins, grain dealer and proprietor of a general store at Weaver, Minn., has sold his store.

Five Cranson Separators have been placed in the Pettit Elevator, just completed at Minneapolis, Minn.

The Hendrum Elevator Company has been incorporated at Hendrum, Minn., with \$10,000 capital stock.

John F. Fairman & Co., grain dealers at Axtell, Neb., have been succeeded by John F. Fairman & Bro.

About 3,000 bushels of wheat arrives daily at Duluth from Manitoba, to be shipped in bond to Europe.

The Northern Pacific Elevator Company of Seattle, Wash., handled 180,000 bushels of grain in 1891.

W. W. Price, grain commission dealer at Nashville, Tenn., has been succeeded by W. A. Barry & Co.

Loehr & Wilmerding, dealers in grain and farm machinery at Earling, Ia., have dissolved partnership.

The elevator of the Nelson Barber Company at Itasca, Mich., which was burned March 27, will be rebuilt.

J. L. Baker, dealer in grain, lumber and farm machinery at West Point, Neb., has sold his grain business.

A. J. Bell, dealer in grain and farm machinery at Fari-bault, Minn., has been succeeded by A. J. Bell & Co.

The Orange Grain & Milling Company has been incorporated at Albany, N. Y., with \$10,000 capital stock.

A large malt house is being built at Belgrade, Mont., by the Centennial Brewing Company of Butte, Mont.

C. P. Doerr & Co., grain dealers at Chicago, were carrying too much wheat and suspended business March 28.

The Finch & Haywood Grain Company has been incorporated at Davenport, Ia., with \$100,000 capital stock.

Ebel Bros., grain dealers and wholesale grocers at Albuquerque, N. M., have sold out their grocery business.

The Tacoma Warehouse & Elevator Company of Tacoma, Wash., has increased its capital stock to \$150,000.

King & Rose of Gibson, Ill., expect to rebuild the Davis Elevator which was recently burned at Boswell, Ind.

Murray Bros., dealers in grain and flour at Lawrence, Mass., have been succeeded by the Murray Bros. Company.

The Cotton Seed Oil Mill Company has been incorporated at Weatherford, Tex., by F. C. Collier and others.

H. R. Hammond & Co., dealers in grain and produce at Seattle, Wash., have failed. Liabilities \$10,541; assets \$6,800.

Mr. Smith has bought the elevator of Peter Eschback at Wilsman, Ill., and placed Thomas J. Patterson in charge.

The West Chicago Street Railway Company have placed one of the E. H. Pease Manufacturing Company's Separators in their grain elevator, corner Madison and Rockwell streets, and the superintendent of the house reports the capacity nearly double what the machines

were warranted for, and the quality of work perfectly satisfactory.

The Crowell Lumber & Grain Company of Blair, Neb., has bought of Fuller & Fuller all their elevators in that section.

C. H. Kentner, dealer in grain and farm machinery at Whitten, Ia., has been succeeded by C. H. & C. B. Kentner.

The Chicago and Northwest Granaries made a profit of \$116,000 in the last half of 1891, enough to pay a good dividend.

D. H. Cramer, elevator builder of York, Neb., is putting up a 12,090 bushel house for Hamilton & Upton at Pierce, Neb.

The Burnside Farmer's Elevator Company will build on the C. P. R. at Burnside, Man., an elevator of 50,000 bushels' capacity.

The Inter State Grain Company at Minneapolis are putting in more of the A. P. Dickey Manufacturing Company's Quadruple Separators.

Kendall & Smith of Lincoln, Neb., have placed an order for elevator machinery with the E. H. Pease Manufacturing Company of Racine, Wis.

The Derby Mill and Elevator Company has been incorporated at Burlington, Ia. Capital stock, \$100,000; incorporators, N. R. and F. M. Derby.

Corn is grading well at Chicago, running largely to No. 2 and No. 3. Only a small quantity, however, is dry enough to grade "old" or contract.

R. A. Stevens of Red Oak, Ia., is putting in a complete elevator outfit furnished by the Barnard & Leas Manufacturing Company of Moline, Ill.

New elevator grain cleaning machinery of the A. P. Dickey Manufacturing Company's make has lately been put in at Chicago, Waukon, Ia., Odebolt, Ia., Buffalo, N. Y., and at Litchfield and Pierce, Neb.

The Heissler & Junge Company of Chicago has recently purchased a separator made by the E. H. Pease Manufacturing Company of Racine, Wis.

Grantz & Gloe of Walnut, Ia., are placing a complete outfit of elevator machinery bought of the Barnard & Leas Manufacturing Company of Moline, Ill.

Mr. Charles Sealy of York county, Neb., is building a large elevator at Ravenna, Neb., to be run by water power, and also a roller process flouring mill.

By June 1 the new elevator at Galveston, Tex., will be completed, and if its facilities are not sufficient to handle the trade, the wharf company will erect others.

The Johnson & Field Company of Racine, Wis., has recently shipped two lots of warehouse mills and grain cleaners to Mexico, and one to South America.

Judge Hicks of the Minneapolis District Court has declared the Iowa, Minnesota & Dakota Elevator Company insolvent and appointed Charles E. Braden receiver.

The Secrist & Peck Hay & Grain Company has been incorporated at Chicago. Capital stock, \$10,000; incorporators, O. H. Secrist, C. D. Peck and F. F. Bullen.

The Cahill & Hall Elevator Company has been incorporated at San Francisco, Cal., by Patrick Cahill, C. I. Hall, J. B. Keenan, F. W. Webster and F. H. Beaver.

W. W. Cargill & Bros. are building at Green Bay, Wis., a 40,000-bushel elevator, 36x48 feet, with a dock frontage of 72 feet. It will be completed by August 1.

Barrett's Sons of Spring Valley, O., have bought a No. 1 Victor Sifter, and a No. 1 Victor Corn Cleaner of the Barnard & Leas Manufacturing Company of Moline, Ill.

An addition of 500,000 bushels' capacity is being built to the Inter-State Elevator at Minneapolis by Honstain Bros., architects and builders of grain elevators, of that city.

C. W. Hollingshead of Monroe, Neb., has purchased a new outfit of elevating machinery and motive power of the E. H. Pease Manufacturing Company of Racine, Wis.

The Winona Mill Company of Winona, Minn., has recently purchased more of the Morton Tread Powers of the E. H. Pease Manufacturing Company of Racine, Wis.

Robert Whittaker and Burt Smith, the clerks who swindled Lamson Bros., grain dealers of Chicago, returned to the city, and were at once placed under arrest for trial.

The Stratford Flax Mill Company proposes to build a mill at Stratford, Ont., to manufacture binder twine, which is at present imported in large quantities from the United States.

J. H. Locke & Co., grain commission dealers at New York City, have wound up their business, on account of financial difficulties, and placed their trades with McIntyre & Wardwell.

Canadian dealers in linseed oil have formed a combination to advance prices. Mr. Hobbs of London, Ont., is president of the association, Mr. McNally secretary, and W. B. Stewart treasurer. The prices fixed for lots of ten barrels and upward are 56½ to 59½ cents to those

doing business in Toronto, Hamilton, London and Guelph. Others will be compelled to pay 2 cents per gallon more.

Two men stole six sacks of rye from the Capital City Elevator Company of Indianapolis, Ind., but their wagon broke down under the load and the rye was abandoned to the police.

Tromanhauser Bros., elevator builders of Minneapolis, are fitting up a new elevator just completed by them at Minneapolis with the Diekey Manufacturing Company's Quadruple Separator.

D. H. Cramer, the elevator builder of York, Neb., has just finished two elevators of 20,000 bushels' capacity each at Coleridge and Coucord, Neb., for F. H. Peavey & Co. of Minneapolis.

W. G. Press & Co., dealers in grain and provisions at Chicago, have been incorporated, with \$100,000 capital stock. Incorporators, Whiting G. Press, Mark Bates and Adolph Kempner.

All the agents along the line of the Canadian Pacific Railway have been notified to accept no more grain for storage in Montreal, as the elevators are filled awaiting the opening of navigation.

Rait & McClashen of Morrison, Ia., have purchased two power grain shovels, two Hercules Power Car Pullers and other machinery of the E. H. Pease Manufacturing Company of Racine, Wis.

Honstain Bros., architects and builders of grain elevators at Minneapolis, have been awarded the contract to build a 270,000 bushel addition for the City Elevator Company of New Brighton, Minn.

Simpson & Robinson, architects and builders of grain elevators at Minneapolis, Minn., are putting the Duluth Elevator Company's elevator at Superior into repair, preparatory to the opening of navigation.

The Consolidated Land and Grain Company has been incorporated at Red Oak, Ia. Capital stock, \$100,000; directors, A. R. Kerr, J. H. Best, W. T. Marshall, W. W. Marshall, V. Sweet and S. A. Henry.

Edward Green, the elevator man and storekeeper at Laketon, Ind., who failed and left town recently, has written home from a small town in Missouri saying he made a serious mistake in running away.

D. Riechers, a wealthy farmer of Belmont, Wis., has bought the A. F. Clifton Elevator and the elevator of J. C. Robbins, who has been in the grain and stock business there for the past twenty-five years.

The inspected receipts of wheat at Winnipeg aggregated 429 cars for the week ending April 2 and 172 cars for the week preceding, total 601 cars, against 542 cars for the corresponding two weeks a year ago.

Goodale & Heartt, Parkersburg, Ia., are building a new grain elevator and have bought their outfit of elevating and power transmission machinery of the E. H. Pease Manufacturing Company, Racine, Wis.

W. P. Harvey & Co. of Chicago have just placed in their Danville Elevator at South Chicago several hundred dollars' worth of new machinery, bought of the E. H. Pease Manufacturing Company of Racine, Wis.

Geo. H. Sidwell & Co., Chicago, have placed the E. H. Pease Manufacturing Company's Wells' Warehouse Mills in two of their Illinois grain houses and have expressed themselves much pleased with the machines.

After lasting a week, the strike on the Canadian Pacific Railway was declared off March 16. While it continued the shipment of grain from many points in Canada, especially Manitoba, was prevented or delayed.

The Horace Clark & Sons Company has been incorporated at Peoria, Ill., to deal in grain, feed, flour, coal and coke. Capital stock \$100,000; incorporators, Horace Clark, George Clark, C. D. Clark and Horace Clark, Jr.

Reed & Co. of Pleasant Hill, O., have purchased one No. 3 Barnard Warehouse Separator, one No. 2 Victor Corn Sheller, and one No. 2 Victor Corn Cleaner of the Barnard & Leas Manufacturing Company of Moline, Ill.

The Empire Elevator Company and the Inter-State Grain Company, both of Minneapolis, Minn., have recently put the E. H. Pease Manufacturing Company's Quadruple Flax Reeling Machines in their cleaning house.

The Sargeants Bluff Elevator Company of Sargeants Bluff, Ia., has purchased a complete elevator outfit, including sheller and cleaning machinery for corn and wheat, of the Barnard & Leas Manufacturing Company of Moline, Ill.

Grain dealers at Buffalo complain that cars which are so full as to make the use of the trier difficult are not sampled with sufficient care. Accordingly the chief inspector has been directed to reinspect and fine the deputy \$1 if he is at fault.

The Farmers' Milling and Elevator Association has been incorporated at Madrid, Perkins county, Neb. Capital stock \$10,000; incorporators, A. Ellis, R. L. Carothers, Charles A. Beckett, Millard Ellis, John Purnell and Charles Purnell.

Lamson Bros., grain commission dealers on the Chicago Board of Trade, have lost \$59,000 through the dishonesty of their bookkeeper and cashier, who speculated with the firm's money, at first successfully, making a

profit of \$32,000; but their good fortune turned their heads and they kept on until their ventures wound up so disastrously that detection became unavoidable and they fled to escape arrest.

Capt. Thomas M. Ryan, who fitted up a mill at Buffalo to be used as a grain transfer elevator in competition with the elevator pool, having repaired the damage done by the windstorm last fall is ready to start it with the opening of navigation.

Wm. Field & Co. of Henderson, Ky., have recently purchased of the Barnard & Leas Manufacturing Company of Moline, Ill., a complete outfit of machinery for an elevator, including cleaning machinery for corn and wheat and a Victor Sheller.

Practically no business has been done by the Peavey Company at Atchison, Kan., and the elevator is almost empty. Mr. Heim, the manager, expects to quit business and discharge the crew, which has been employed there for the past ten years.

E. C. Buchanan & Co., grain dealers at Memphis, Tenn., failed March 23. Liabilities, \$106,000; assets, \$81,000. E. C. Buchanan has been in the grain business for twenty years and is a heavy stockholder in the Empire Grain & Elevator Company.

The new Kellogg Elevator at Buffalo, N. Y., has been made ready for work at the opening of navigation. If not bought up or destroyed by fire it will certainly prevent the Western Elevating Association from declaring a dividend of 26 per cent. for 1892.

Seeley, Son & Co., grain elevator architects and builders of Fremont, Neb., have just closed a contract with D. D. McMillan & Son of Ft. Worth, Tex., for six of their regular "Seeley" elevators to be built at once. They will also build a number of warehouses.

A. Disch of the Fenton Elevator Company of Iona, Murray county, Minn., is after bids on an elevator of 12,000 to 15,000 bushels' capacity, complete, including wagon dump, scales, inclosed horse power and office, according to plans furnished by contractor.

A. J. Sawyer & Co., grain dealers at Duluth and Minneapolis, have dissolved partnership. John Macleod of the old firm has formed a partnership with Burt J. Sawyer, son of the late A. J. Sawyer, and his widow, to continue the business under the same name.

The maltsters of Milwaukee have united in a unanimous protest against the Fitch Bill, which provides for a reduction of the duty on barley from thirty to ten cents a bushel, the former rate. The New York maltsters, on the contrary, wish the duty reduced.

The Chatham Baker Company has a warehouse and elevator at Seattle, Wash., for which L. N. B. Anderson is the agent. In 1891 the elevator handled 170,000 bushels of grain: Wheat, 135,000 bushels; flax, 13,000 bushels; oats, 7,000 bushels; barley, 15,000 bushels.

The few million bushels of Manitoba wheat in store in the country has cost dealers more than they can now turn it over for, and the tendency is to hold until navigation opens in the hope that prices will advance in the meantime, to let holders out without loss at least.

The Scandinavian Elevator Company—that was—built an elevator at Frederick, S. D., and the farmers about there sunk a good deal of money in the concern. The Frederick *Free Press* stated recently that the elevator took \$5,000 out of the pockets of the farmers of that vicinity.

A suit against the Iowa, Minnesota & Dakota Elevator Company of St. Paul was begun April 11 by the Illinois Trust and Savings Bank of Chicago for the payment of the interest on bonds on which default has been made. The sum of \$100,000 with interest is now due and unpaid.

A bill providing for two elevators at Buffalo and four at New York City has been introduced in the New York State Legislature in the interests of the boatmen of the Erie Canal, who expect that these floating elevators will force a reduction in charges on grain transferred to their boats.

Winnipeg received 224 cars of wheat in the week ending March 19, of which four cars were No. 1 Hard, 51 cars No. 2, and 28 cars No. 3 Hard; 35 cars graded No. 1 regular, and 34 cars No. 2; 24 cars were No. Grade and 20 Rejected. The receipts were 340 cars for the week preceding.

The Farmers' Warehouse Association of Farwell, Minn., has petitioned the state railroad commission to compel the Soo road to lay a spur track to its elevator which is located near the railroad's right of way, the railroad having refused to permit the building of the house on its land.

The stocks of grain in Chicago elevators and afloat Saturday evening, April 9, were 10,104,000 bushels of wheat, 3,956,000 bushels of corn, 840,000 bushels of oats, 650,000 bushels of rye, and 121,000 bushels of barley. Total, 15,671,000 bushels of all kinds of grain, against 8,803,791 bushels a year ago.

The cleaning house now building at South Chicago by Chas. Counselman & Co. will be equipped with several thousand dollars' worth of machinery, to be furnished by the E. H. Pease Manufacturing Company of Racine, Wis. This will include four of the celebrated Excelsior Combined Oat-clipping, Wheat and Barley Polishing Machines, making eight of these machines purchased within a year and a half by Counselman & Co. for their

Chicago, Englewood and Des Moines, Ia., cleaning houses. There will also be three of the E. H. Pease Manufacturing Company's very large Quadruple Flax Reeling Machines, each fitted with scalping shoes, and one Hercules Car Puller.

William Cameron of Ft. Worth, Tex., has contracted with the Webster Manufacturing Company of 195 South Canal street, Chicago, for complete outfits for eleven elevators. In addition to the machinery of this well-known company, each elevator will contain one of its Lewis Improved Gas and Vapor Engines.

Duluth received in March 3,844,584 bushels wheat, no oats, 1,442 bushels barley and 25,135 bushels flaxseed, and shipped 119,952 bushels wheat, 28,444 bushels barley and 3,321 bushels flaxseed; against receipts in March, 1891, of 817,855 bushels wheat, 986 bushels oats, no barley and no flaxseed, and shipments of 206,452 bushels wheat, no barley and no flaxseed.

The A. P. Diekey Manufacturing Company of Racine, Wis., have put in their Overblast Suction Separators in the elevators of the Charles City Water Power Company at Charles City, Ia., Wm. Hibbs at Laeey, Ia., E. R. Wiswell at Rolfe, Ia., Henry Austin, Evergreen, Ia., Wells Bros. at their houses for Marathon and Havelock, Ia., and W. S. Russell at Allentown, Ill.

The C. H. & D. Elevator Company and the North western Elevator & Mill Company of Toledo, O., have recently fitted all of their scales with the Demuth Check Beam System. That they are pleased with this improvement goes without saying, as in order to have the work done the scale beams had to be shipped two or three at a time to the factory at St. Johnsbury, Vt.

Elevator "B" and its annex "C" at West Superior, Wis., owned by the Lake Superior Elevator Company, have been made private warehouses and will be operated under the rules of the Duluth Board of Trade. This action enables them to handle and clean wheat so as to make higher grades and turn it out as such, while by the Minnesota state law grain must be inspected out the same grade as received.

There is nothing doing in country markets, and many buyers have been withdrawn and receiving elevators closed until after seeding, when it is expected farmers will commence to market wheat again. The weather has been rather unfavorable for threshing, but even with fine weather there would not be much threshing done, as farmers will put this work off until after seeding.—*The Commercial, Winnipeg, April 9.*

The following elevators have been equipped with grain cleaners from the works of the A. P. Diekey Manufacturing Company of Racine, Wis.: G. B. Salter, Dannebrog, Neb.; Nebraska City Starch Company, Nebraska City, Neb.; S. H. Stone, El Dorado, Kan.; Kirk Bros., Kingman, Kan.; D. J. Watson & Co., Assumption, Ill.; O. T. Huyck, Emery, S. Dak.; L. F. Demers, Emerson, Neb.; Wm. Boothroyd, Dakota City, Ia.

There was some talk among grain men that Winnipeg shippers were not allowed by the Canadian Pacific to forward cars to North Bay for orders except in case of wheat intended for consumption in Eastern Canada, while it is claimed that some Eastern men, who handle Manitoba grain, have been allowed by the company to ship to North Bay, and afterward forward for export. This report caused considerable grumbling among local grain men, who consider that they should have the same privileges as others.—*Winnipeg Commercial.*

Blind horses are more numerous than some people are wont to imagine. Charles Austin advertised in the *Tonica (Ill.) News*, says that journal, for a solid blind horse, to run his grain elevator. This was ten days ago. And now Mr. Austin rushes into the print shop to stop his notice from going into another issue, saying that blind horses were coming to him from all quarters—men on jacks and jennies, on foot and on horseback, from Wagona, Lostant, Mt. Palatine, Leornore and all parts of the surrounding country, bringing in the sightless critters to sell for a valuable consideration.

Illinois produced in 1890 of corn, 289,629,705 bushels, oats 137,602,804 bushels, wheat 37,371,081 bushels, rye 2,627,949 bushels, barley 1,197,206 bushels, and buckwheat 107,066 bushels. The average yield per acre in bushels was as follows: Corn 36.8, wheat 16.7, oats 35.8, barley 28.9, rye 15.9, and buckwheat 11 bushels.

Grain shippers who enjoy paying demurrage charges, and bearing all losses occasioned by delay and carelessness of carriers in transit, should make known their reasons for enjoying it. Their brother shippers who are decidedly opposed to this one-sided way of doing business will be delighted with any logical argument that will conclusively show that they are fairly and justly treated by the carriers.

A farmer near Arvilla, N. D., says a large portion of the prairie in that section is under water, and the result will be incalculable damage to the wheat, of which a large amount is in stacks and still more in shocks. The wheat in shocks is completely ruined, he says, and will not be worth a dollar an acre. Much of it was splendid wheat, yielding at the rate of 30 to 35 bushels per acre. The farmers have been waiting to get it threshed in the spring, but it will not be worth threshing. Several farmers who have been threshing from the stack have found that the wheat is so wet it heats in the bins until it is almost worthless.

HATCH'S ANTI-OPTION BILL.

The Committee on Agriculture of the House of Representatives, of which Congressman Hatch is chairman, has introduced the following anti option bill:

Section 1. That for the purpose of this act the word "options" shall be understood to mean any contract or agreement whereby a party thereto or any party for whom or in whose behalf such contract or agreement is made acquires the right or privilege, but is not thereby obligated, to deliver to another or others, at a future time or within a designated period, any of the articles mentioned in Sec. 3 of this act.

Sec. 2. That for the purpose of this act the word "futures" shall be understood to mean any contract or agreement whereby a party contracts or agrees to sell and deliver to another, or others, at a future time, or within a designated period, any of the articles mentioned in Sec. 3 of this act, when, at the time of making such contract or agreement, the party so contracting or agreeing to sell or make such delivery, or the party for whom he acts as agent, or broker, or employee in making such contract or agreement, is not the owner of the article or articles so contracted or agreed to be sold and delivered; or, has not heretofore acquired by purchase and is not then entitled to the right to the future possession of such article or articles under and by virtue of a contract or agreement for the sale and future delivery thereof, previously made by the owner thereof:

Provided, however, that no provision or requirement of this act shall apply to any contract or agreement for the future delivery of any of said articles made for and in behalf of the United States or any state, territory, county, or municipality with the duly authorized officers or agents thereof, nor to any contract or agreement made by any farmer or planter for the sale and delivery at a future time, or within a designated period, of any of said articles belonging to such farmer or planter at the time of making such contract or agreement, and which have been grown or produced, or at the same time are in actual course of growth or production, on land owned or occupied by such farmer or planter, nor to any contract or agreement made with any farmer or planter to furnish and deliver to such farmer or planter at a future time, or within a designated period, any of said articles which are required as food, forage, or seed by such farmer or planter, his tenants or employees.

Sec. 3. That the articles to which the foregoing sections relate are raw or unmanufactured cotton, hops, wheat, corn, oats, rye, barley, grass seeds, flaxseed, pork, lard, bacon, and other edible products of swine.

Sec. 4. That special taxes are imposed as follows: Every dealer in "options" or "futures," as hereinbefore defined in this act shall pay annually the sum of \$1,000 as a license for conducting such business, and shall also pay the further sum of five cents per pound for each and every pound of raw or unmanufactured cotton, hops, pork, lard, bacon, or other edible products of swine, and the sum of 20 cents per bushel for each and every bushel of any of the other articles mentioned in Sec. 3 of this act, the right or privilege of delivering which to another or others at a future time, or within a designated period, may be acquired by such dealer in his own behalf, or in behalf of another or others, under any "options," contract or agreement as defined by Sec. 1 of this act, or under any "futures" contract or agreement as defined by Sec. 2 of this act, or under any transfer or assignment of any such "option" or "futures" contract or agreement, which said amount or amounts shall be paid to the Collector of Internal Revenue as hereinbefore provided, and by him accounted for as required in respect to other special taxes collected by him. Every person, association, co-partnership, or corporation who shall in their own behalf, or as agent, broker or employee of another or others, deal in "options" or make any "options" contract or agreement as hereinbefore defined, or make any transfer or assignment of any such "options" contract or agreement shall be deemed a dealer in "options," and every person, association, co-partnership, or corporation who shall in their own behalf or as agent, broker, or employee of another or others deal in "futures" or make any "futures" contract or agreement as hereinbefore defined, or make any transfer or assignment of such "futures" contract or agreement, shall be deemed a dealer in "futures."

Sec. 5. That every person, association, co-partnership, or corporation engaged in or proposing to engage in the business of dealer in "options," or of dealer in "futures," as hereinbefore defined, shall, before commencing such business or making any such "options" or "futures" contract or agreement, or any transfer or assignment of any such contract or agreement, make application in writing to the Collector of Internal Revenue for the district in which he or any of them proposes to engage in such business, or make such contract or agreement, or make a transfer or an assignment of any such contract or agreement, setting forth the name of such person, association, co-partnership, or corporation, place of residence of the applicant, the business to be engaged in, where such business is to be carried on, and in case of an association, co-partnership, or corporation the names and places of residence of the several persons constituting such association, co-partnership, or corporation, and shall thereupon pay to such collector as a license fee for conducting such business the sum aforesaid of \$1,000, and shall also execute and deliver to such collector a bond in the penal sum of \$40,000, with two or more sureties satisfactory to said collector, conditioned that the obligor therein shall pay, or cause to be paid, the tax or taxes as herein provided, and for the full and faithful compliance by such obligor with all requirements of this act. And

thereupon the collector shall issue to such applicant a certificate in such form as the Commissioner of Internal Revenue shall prescribe, that such applicant is authorized for the period of one year from the date of such certificate and within such district, to be dealer in "options" and "futures," and to make, within such districts, "options" and "futures" contracts or agreement, as hereinbefore defined, and transfer the assignment of such contracts and agreements, and for the period specified in such certificate the party to whom such is issued may contract and transact the business of dealer as aforesaid.

Such certificate may be renewed annually upon compliance with the provisions of this act; provided, however, that so long as any tax provided in this act shall remain due and unpaid the person, association, co-partnership, or corporation, from whom such tax shall be due shall not, during the time such tax remains due and unpaid, conduct or transact the business of a dealer in "futures," and every association, co-partnership, or corporation making, transferring, or assigning any such "options" or "futures" contract, or agreement, while any tax here provided shall remain due from such party, shall be subject to the fines and penalties herein as provided.

Sec. 6. That it shall be the duty of the Collector of Internal Revenue to keep in his office a book in which shall be registered a copy of each and every application made to him under the foregoing section and a statement in connection therewith as to whether a certificate has been issued thereon and for what period, which book or register shall be a public record and be subject to the inspection of all persons.

Sec. 7. That every "options" or "futures" contract or agreement, as hereinbefore defined, and all transfers or assignments thereof shall be in writing, and signed in duplicate by the parties thereto, and every such "options" contract shall state in explicit terms the time when the right or privilege of delivering the article or articles therein named shall expire; and every such "futures" contract shall state in explicit terms the day upon which or the last day of the period within which the article or articles therein contracted or agreed to be sold shall be delivered, and any such contract or agreement not including such statement and not so made and signed shall, as between the parties thereto and their respective assigns, be absolutely void.

Secs. 8 and 9 relate to the further details of keeping the books of the dealers in options and futures under the supervision of the Internal Revenue Bureau.

Sec. 10 provides the penalty for violation of the law, which is a fine of no less than \$1,000 nor more than \$20,000 for each offense, or imprisonment not less than six months nor more than ten years or both.

Sec. 11 confirms the rights of states and territories to their laws in addition to the Federal statutes.

Sec. 12 prescribes the manner of application to the Internal Revenue Bureau for license, etc., and regulates the manner of doing business.

Sec. 13 prescribes the powers and describes the method of the internal revenue officials in ferreting out supposed frauds. Its provisions in regard to the production of warehouse or elevator receipts are minute and stringent.

Sec. 14 asserts the application of existing internal revenue statutes to the provisions of the act.

Sec. 15 gives to the Commissioner of Internal Revenue the power to make the usual regulations for the enforcement of the act.

EXPORTS OF CORN.

Our exports of corn in February were 4,913,895 bushels to the United Kingdom, 3,633,232 bushels to Germany, 3,805,368 bushels to other countries in Europe, 190,115 bushels to Canada, 49,721 bushels to Mexico and 82,570 bushels to Cuba; compared with 1,004,569 bushels to the United Kingdom, 51,867 bushels to Germany, 168,972 bushels to other countries in Europe, 117,574 bushels to Canada, 14,989 bushels to Mexico and 14,455 bushels to Cuba during February, 1891.

During the eight months ending with February we exported to the United Kingdom 22,930,088 bushels of corn, valued at \$13,214,563; to Germany, 7,697,953 bushels, valued at \$4,301,694; to other countries in Europe, 11,625,017 bushels, valued at \$6,507,037; to Canada, 2,488,046 bushels, valued at \$1,428,043; to Mexico, 258,476 bushels, valued at \$177,675; to Cuba, 280,759 bushels, valued at \$176,728; to the other West Indies and Bermuda, 343,932 bushels, valued at \$249,940; to the Central American states and British Honduras, 73,750 bushels, valued at \$65,902; to South America, 175,936 bushels, valued at \$137,629, and to other countries, 17,443 bushels, valued at \$24,451; as compared with, to the United Kingdom, 9,692,373 bushels, valued at \$5,127,110; Germany, 2,688,514 bushels, valued at \$1,392,109; other countries in Europe, 11,625,017 bushels, valued at \$2,186,749; Canada, 3,529,852 bushels, valued at \$1,709,162; Mexico, 566,833 bushels, valued at \$349,197; Cuba, 278,696 bushels, valued at \$154,503; the other West Indies and Bermuda, 405,557 bushels, valued at \$242,830; the Central American states and British Honduras, 61,601 bushels, valued at \$47,390; South America, 49,121 bushels, valued at \$30,715, and to other countries, 32,159 bushels, valued at \$24,451, during the corresponding eight months of 1890-91.

The increase during the eight months was chiefly in our exports to Europe, the total exports being more than double those in the corresponding period preceding. In February, however, the increase was even greater, as we shipped nine times more than in February, 1891.

FARMERS DEALING IN FUTURES.

A Minnesota correspondent of *Country Gentleman* writes as follows: That two dollar wheat, of which we used to catch such beautiful glimpses through the charming pen-pictures of Mr. C. Wood Davis, seems as far off as ever. Flour to day sells in our market for ten per cent. less than six months ago, and there seems no prospect of any advance. Those who held wheat for fancy prices will have a considerable quantity to unload upon the spring and early summer market. This will have no effect of an advancing tendency. Neither will the large acreage that is likely to be devoted to spring wheat. If all our wheat growers should become converts to that \$2-per-bushel theory, and remain so for a few years, who could tell the outcome? My impression is that the stimulus would result in such crops, under ordinary climatic conditions, as would have the opposite effect, and send the price of wheat down to the lowest notch of depression prices. This fixing of future values, and staking one's crop on the result has its attendant risks. And does it not look the least bit like that other plan of dealing in futures which we condemn?

GRAIN IN FIELD BADLY DAMAGED.

Recent advices from Jamestown, N. D., state that the farmers in North Dakota are just beginning to realize the extent of the damage done their grain in stack as well as shock the past winter. It has been reported that grain in shock would be in better condition for threshing this spring than stacked grain, but the approach of spring, with its usual warm rains, has settled the question. Grain in the shock is wet and swelled and the warm rains will certainly cause it to sprout, making it unfit for anything except perhaps for feed. It is safe to say that all grain left in the shock through the winter and up to the present time is unfit for market, if not utterly useless; that grain even in stack through the winter is badly damaged. While the straw seemed to be dry the grain was damp and soft, and a good share of it was musty. The hard winds during the winter drove the snow so far into the stack as to affect the whole stack when the snow melted. The driving snowstorm followed by mild weather has been repeated several times this winter, hence the result mentioned.

LARGE SHIPMENT OF MALT.

Generally a freight train is far from being a thing of beauty or a joy forever, but one that rolled into the lake shore yards of the Chicago & Northwestern Railway yesterday certainly presented especial claims for mention. It came from Manitowoc and consisted of twenty-five cars, holding 40,000 bushels of malt, shipped by William Rahr's sons, the maltsters. The cars were gayly decorated and old railway employes rubbed their eyes when they saw it pull into the yards to be sure that they were awake and were not dreaming. The train was sidetracked at Juneau Park and attracted many sightseers during the day. Each car was covered with bunting. In letters as large as those used on circus posters was printed the following announcement, which was tacked upon every car: "For Anheuser-Busch, St. Louis, Malt from William Rahr's Sons, Manitowoc, Wis." Fastened to each side of the cars was a lithographic representation of the firm's large malting establishment at Manitowoc. The train remained here during the day. It carries the largest single consignment of malt ever shipped by rail.—*Milwaukee Sentinel*.

A PHILADELPHIA ELEVATOR.

The elevator at Port Richmond in Philadelphia has a storage capacity for 1,000,000 bushels of grain and is equipped with eighteen elevator legs, each of a capacity of 4,000 bushels per hour, making a total elevating capacity of 72,000 bushels per hour. Twenty-four cars can be delivered at one shift. Marine legs enable it to receive grain from vessels in the river, and it is also equipped with suction fans and screens attached to each receiving elevator leg, to clean grain on receipt when needed. Twenty-four hopper scales, each of a capacity of 1,000 bushels, make possible a continuous flow of grain either into or from store.

These admirable facilities enable the elevator to do an enormous amount of work very rapidly. Three hundred and three carloads of grain have been received and discharged in nine hours, and in loading vessels alongside a record has been made of 54,500 bushels delivered in fifty-seven minutes. The steamer Thomas Anderson was loaded and trimmed with 110,053 bushels of wheat in eight hours. The house is owned by the Philadelphia Grain Elevator Company which operates it as a terminal for the Philadelphia & Reading Railroad.

S. H. Slaughter of San Francisco is securing signatures to a petition urging Congress to pass a bill to encourage the culture of the ramie plant. The bill provides for an appropriation of \$500,000. Mr. Slaughter is an enthusiast on the subject, and has requested the World's Fair managers to allot a space of 15,000 square feet for a full and comprehensive ramie display.

WATERWAYS

An early opening of the Erie Canal is looked for.

Navigation on the Detroit River opened March 28.

Longshoremen at Chicago are on a strike for 25 cents per hour.

About 5,000,000 bushels of grain lies in the holds of vessels at Chicago.

Navigation has opened on the Mississippi River as far north as La Crosse.

Grain trimmers at Chicago have fixed their wages at \$1 a thousand bushels.

The Chicago River is being dredged by the city to a depth of seventeen feet.

The whalebacks 201 and 202, built at Brooklyn, N. Y., will be taken to the lakes.

The straits of Mackinac were open to navigation April 4, two weeks earlier than usual.

A movable dam will be placed in the Ohio River near Beaver River, at a cost of \$100,000.

The line of packet boats commenced to run between Kansas City and St. Louis on March 25.

Two and one-half million dollars have been appropriated by Congress for the Mississippi River.

The Columbia River at the Cascades will be improved, as the present Congress appropriated \$435,000 for the work.

A rebate of 18 cents per ton will be allowed on all grain passing through the Canadian canals and sent via Montreal.

A tide-water ship canal will be built by Kern, Tulare, Fresno, Merced, Stanislaus and San Joaquin counties in California.

The Diamond Jo line of steamers is now receiving freight at all points along the Mississippi from St. Louis to Dubuque.

The bridge proposed over the ship canal at Duluth will not impede navigation, it is said; but the vessel owners are opposed to it.

The improvement of the Hudson River to a depth of twelve feet will be continued with the \$250,000 appropriated by Congress.

Congress appropriated \$425,000 for the Savannah River, \$300,000 for Charleston harbor, and \$350,000 for the harbor of Mobile.

A state tax of 22 100 mills will be levied for the ordinary repairs and maintenance of the New York canals during the next fiscal year.

The business men of the twin cities want a canal constructed between the head of Lake Superior and the Mississippi River at Minneapolis.

During the past year about \$700,000 have been expended on the Nicaragua Canal, chiefly in dredging the canal proper and in extending the railway.

Over 10,000,000 bushels of wheat is waiting at Duluth for the opening of navigation, besides a large quantity stored in vessels in the harbor and in cars on track.

A strike of engineers, firemen and roustabouts on the lower Mississippi River has tied up the boats. The men want higher wages and no non-union men employed.

Nine hundred men are at work on the Erie Canal on sections 8, 9 and 10, and 200 more on the five miles between Lockport and Sulphur Springs, where the need for repairs is most urgent.

Seamen at Chicago are holding out for \$2 per day, and many fistful encounters have taken place between members of the Seamen's Union and the non-union crews of several grain-laden vessels.

The cost of coal and the large amount of space required for fuel have caused sailing vessels to again come into favor on the ocean. Such vessels make nearly as fast time as tramp steamers.

The steamer Viking sank March 22 at Armour's Elevator in Chicago with 55,000 bushels of rye. The boat was pumped out and raised but not until water had damaged 32,000 bushels of the cargo.

The Chicago River, being under Government control, will be improved by the Government after an estimate has been made of the cost by the engineer in charge. For the harbor \$72,000 was appropriated.

The season of navigation will be inaugurated in earnest April 16, the day after the regular insurance begins. On that day a large quantity of grain will leave Chicago and Duluth for Buffalo and Erie, Pa.

Congress has appropriated \$400,000 for the improvement of the channels connecting the great lakes to a depth of 20 and 21 feet. Considering the hard work of the vessel owners and the commercial exchanges this is a

small appropriation; but a beginning having been made the remainder of the necessary \$3,250,000 will probably be forthcoming in due time.

Three steel vessels of new design are being built at Cleveland. Their decks are perfectly flat from stem to stern, there being no high prow to turn the waves aside, consequently the water can rush freely from one end of the boat to the other.

Edward J. Power and others have libeled the schooner Champion at Milwaukee for \$10,000 damages for failure to deliver a cargo of grain shipped last fall from Chicago to Buffalo. Stress of weather compelled the Champion to tie up at Milwaukee.

The Sturgeon Bay Canal is to be purchased by the Government, as recommended by the Legislature of Wisconsin, so that vessels can pass free of charge, making use of this short cut between Lake Michigan and the southern portion of Green Bay.

A steamboat is being built by the Toledo, Ann Arbor & Northern Michigan Railroad to carry loaded cars across Lake Michigan from Keweenaw, Wis., to Frankfort, Mich. The vessel will be large enough to carry forty cars and fast enough to make the trip of sixty miles in five hours.

A free ship bill, introduced by Mr. Fithian, has been favorably reported by the House committee on the merchant marine and fisheries. It provides for the free admission to United States registry of ships built in foreign countries after January 1 next. American shipbuilders object.

A queer craft is planned at Dubuque, Ia., which will navigate both river and ocean, it is claimed. It will have one bow and two sterns, each fitted with a rudder and propeller screw. In the rivers it will draw only a few feet of water; but when sailing the sea an adjustable centerboard will be let down.

The annual grievance of the shippers is still unsettled, and the oft fought battle of the canal tolls has not yet been decided. Every year the unfortunate merchants have to petition the government at Ottawa for what has grown to be a recognized right, namely, the reduction of the tolls on the St. Lawrence route.—*Montreal Trade Bulletin*.

The Chicago Board of Marine Underwriters has adopted the following trip rates on grain from Chicago: To ports on Lake Michigan, 30 cents; to Lake Superior, 60 cents; to Lake Huron, Sarnia and Detroit River, 40 cents; to Georgian Bay 50 cents; to Lake Erie, 50 cents; to Lake Ontario, 50 cents; to Ogdensburg, 65 cents; to Montreal, 75 cents.

Hitherto the principal competitor of the Erie Canal has been the New York Central Railway, but now the Reading road, having absorbed the Lehigh Valley, will make a determined effort to capture the traffic for Philadelphia. By taking coal west and returning east with grain in the same cars, it is in a position to make the low rates that direct the course of commerce.

An important departure was made by the House Committee on Rivers and Harbors in authorizing contracts for the completion of public works. Although appropriating for the present not more than \$20,700,000, these contracts involve an ultimate expense of over \$32,000,000. In the future work on public improvements will be prosecuted continuously and to some purpose.

The California State Nicaragua Canal Convention met March 29 in the hall of the San Francisco Chamber of Commerce and prepared a memorial to Congress demanding that the enterprise shall be under American control. It was resolved to hold a National Canal Convention June 2. After discussing the advisability of the government's guaranteeing the interest on the bonds, as proposed, the convention adjourned.

Statistics compiled by C. H. Keep of the Lake Carriers' Association show that the freight carried on the lakes in 1890 was one fourth of that carried by the railroads. If transported by the railroads it would have cost the shippers in that year \$63,794,163 more, which is nearly double the sum expended on rivers and harbors since 1789. This proves conclusively that it will pay to improve our waterways, to render available their natural advantages and reduce still further the cost of transportation.

In 1884 the state began to lengthen the locks [of the Erie Canal] so as to permit the passage through them of double headers. Up to the present only forty-five locks have been enlarged, leaving fifteen yet untouched. And the appropriation bill now on the calendar of the Assembly limits the appropriation to only the amount needed to make ordinary repairs and lengthen one or two locks. All the remaining locks should be enlarged at once, and the merchants of New York should see to it that sufficient pressure be brought upon the State Legislature to appropriate the required amount.—*New York Commercial Bulletin*.

Suppose Montreal does get a few million bushels more grain via the Ogdensburg route, it will not cause a single bushel less to be shipped via Kingston; then why need Kingston be so jealous of the new route which has proved of such vast benefit to Montreal? We learn upon the best authority that the combined shipowners and agents of this port are a unit for the placing of all grain shipped via Ogdensburg to this port upon the same footing as that shipped via Kingston. If this be the case, then why do they not go to Ottawa in a body and submit their case to the Government? If they did this there can

be no doubt the authorities there would see the impregnable force of their position. Go to Ottawa, gentlemen, and you will probably not regret it.—*Trade Bulletin, Montreal*.

The Big Sandy River, which runs along the eastern boundary of Kentucky, is well named, for it is a big stream a part of the year and at other times only a sand pit. During the few weeks that it is really a river, a dozen steamboats have all they can handle; but by far the greater portion of the traffic is done by "push-boats," moved by man power. These push-boats are 70 to 80 feet long, 5 to 7 feet wide, and 18 inches deep. Along each side of the boat runs a walk made of stout plank, on which the men walk toward the stern, pushing with a long pole. The boats carry freight, passengers and all kinds of mail and express matter.

THE EXCHANGES

Tickets of membership in the New York Produce Exchange have declined in price to \$875.

The Minneapolis Chamber of Commerce has voted to enlarge its building at a cost of \$30,000.

We are indebted to George M. Lane, secretary of the Detroit Board of Trade, for a copy of his last annual report.

We are indebted to George H. Morgan, secretary of the St. Louis Merchants' Exchange for a copy of his annual report for 1891.

Two stories will be built on the Buffalo Merchant's Exchange building, making it eight stories high, with the trading floor in the top story.

The terms offered the Philadelphia Commercial Exchange by the proposed Bourse are not satisfactory and the Exchange will probably not remove from its present quarters.

The Russian Government is having the business methods of the Chicago Board of Trade investigated with a view to establishing a similar system in that country for carrying on the grain trade.

The real estate committee of the St. Louis Merchants' Exchange has not yet decided on a location for the new building. The committee is in doubt whether to buy the present quarters or to go in debt to get a better site.

Certain directors of the Chicago Board of Trade attempted, it is said, recently to give the Western Union Telegraph Company a monopoly of quotations for \$10,000 a year when the company had previously offered \$50,000.

At a meeting of the directors of the Chicago Board of Trade April 12 the question of sending out quotations, as of old, was considered, but after a protracted session no action was taken. The matter will probably be submitted to a vote of the members.

A proposition will be submitted to the directors of the Chicago Board of Trade to provide for an afternoon grain call from 2 to 2:30 o'clock, to meet the competition of that irregular trade which has been going on over at the Open Board since the privilege trading was stopped in the corridors.

Free lunch was served on the Chicago Board of Trade in 1856 to get the few traders together; but nowadays the right to trade on the floor costs \$10,000. Times have changed since the traders met in two rooms up three flights of stairs. There was no excitement then, nothing like the howling crowd that fills the spacious hall of the Board to day.

The fourth annual report of the Winnipeg Grain and Produce Exchange, just out of press, is a larger volume than usual, giving the definition of terms frequently used in the grain trade, regulations governing the call board, rules governing the sale of grain and flour for future delivery, copies of official acts relating to grain, and other matters of interest to grain men.

The eighty-eight sample tables in the Baltimore Corn and Flour Exchange were sold by auction at one o'clock April 4. The highest price paid for choice was \$39 and the lowest \$21. The tables now in use were made thirty-three years ago and commanded high prices many years ago before the grain grading and elevator storage systems were inaugurated.

North Dakota produced last year, as estimated by the commissioner of agriculture, on a cultivated area of 3,200,000 acres, 64,713,328 bushels wheat, 17,871,528 bushels oats, 5,270,655 bushels barley, 1,241,018 bushels flaxseed, 865,513 bushels corn, 310,067 bushels rye, 3,595,201 bushels potatoes, 225,459 tons millet and Hungarian grass seeds, and 27,972 tons of other grass seeds; compared with 27,558,611 bushels wheat, 7,425,611 bushels oats, 1,756,274 bushels barley, 298,192 bushels flaxseed, 275,759 bushels corn, 39,830 bushels rye, 1,055,759 bushels potatoes, 137,039 tons millet and Hungarian grass seed, and 15,793 tons of other grass seed the year before.

CROP : CONDITIONS.

KANSAS.—The general condition of rye for the state as compared with the full average for a term of years is 97 per cent.

KENTUCKY.—The Kentucky Commissioner of Agriculture says the month of March was favorable for the wheat crop in that state, and that the prospect is "very flattering all over the land," which is a somewhat sweeping assertion.

MANITOBA.—Some seeding was reported going on in high, rolling districts, but the weather was not favorable, and the land is very wet in the flat districts, there being more water than since the spring of 1882.—*Winnipeg Commercial*, April 9.

MISSOURI.—The weather crop bulletin of the Missouri State Weather Service says the temperature since the first of the year has been about normal. Precipitation is greatly in excess of the normal amount for the season. Correspondents throughout the state generally complain about the backwardness of the season and especially of the retarding of spring wheat by excessive rains. Wheat is generally in a poor condition.

SOUTH DAKOTA.—The conditions have not been so good in South Dakota for a crop in five years as they are this spring. About two feet of snow fell last winter and two inches of rain have fallen. The ground is thoroughly soaked as far down as the frost is out. Seeding fairly commenced. Every acre of cultivated land will be seeded this spring probably. Flax was not a profitable crop last year. Wheat will take its place largely this season.

OHIO.—The report of the State Board of Agriculture shows that 23 per cent. of the wheat crop of 1891 is estimated as being still in the producers' hands. This represents about 10,000,000 bushels. The amount on hand is unusually large and may be accounted for by the fact that last year all farm crops were comparatively good; in no instance was there an excessive failure; hence, owing to a hope for better prices, wheat was held back and other abundant crops marketed instead.

KENTUCKY.—The condition of winter wheat has improved, says Commissioner of Agriculture McDowell, 20 per cent. in the last month and the prospects, according to his official statement, are that the wheat crop will be a splendid one. Commissioner McDowell's report for March rates the condition of wheat at 92 per cent. He says that it can now be safely rated 95 per cent. There is nothing working against the wheat crop in any part of the state, and the acreage is quite as large as any year of the past.

ILLINOIS.—The weather crop bulletin of the Illinois Weather Service for the week ending April 8 says: The temperature of the last seven days has been above the normal throughout the state. Light frost occurred the 6th, but did no damage. Unusually heavy rains occurred over the state the 3d and 4th, which, while retarding spring work, put the ground in excellent condition. Considerable damage was done, especially in the bottom lands by streams overflowing, which flooded the fields and washed out seed already in the ground.

NORTH DAKOTA.—As a general rule but little seeding is done before April 10, consequently the season is not altogether backward. The farmers are confident of the year of 1892. Excessive moisture in the valley counties will make it difficult to begin spring operations quite as early as is sometimes the case, but the delay of a few days is compensated for a thousand times by the assurance of abundant harvests in every county of North Dakota. Through the state as a whole condition could not be more favorable. Counties where grain is standing in shock report serious injury, but well stacked grain is all right.

INDIANA.—Prime in his crop report of April 8 says that in Indiana no reports from the northern portion of the state show any wheat being plowed up to amount to anything. The weather has been exceedingly favorable for the last fourteen days for the winter wheat crop. Farmers are holding their wheat, as they claim the present price is decidedly too low. Millers have light stocks and but few of them are running full time. In Central Indiana the improvement in wheat has been marked during the present week, yet it is still far below what it was at this time last year. While the indications are for a smaller crop than last season, still the outlook is better than it was a month ago. Farmers will not sell at present prices. Stocks of wheat held by millers are light.

KANSAS.—Secretary Martin Mohler of the State Board of Agriculture, in speaking of the condition of winter wheat in Kansas April 10, said: The unusual amount of rain and snow during March has greatly assisted the late sown wheat to strengthen its roots and place it in condition to stool vigorously when warm weather comes. The area sown to wheat, as compared with that sown the previous year, is reported by our correspondents at 97.6 per cent., which gives a total area for this state of 3,497,868 acres. In consequence of the dry condition of the soil last fall, the wheat area in the eastern belt of the state was reduced 23 per cent. In the central and western belts the condition of the soil was more favorable, and in both the wheat area was increased over that of the previous year. Wheat sowing last fall was much better than usual for two reasons—first, farmers sowed late as a precaution

against the Hessian fly; second, the dry and hard condition of the soil in many portions of the state did not permit sowing at the usual time. The wheat in nearly all portions of the state was slow to germinate and much of it had not appeared above the ground in the fall, but the favorable weather during the winter and the abundant rains during March have brought out the wheat, and in the central and western belts the plant is evenly distributed over the ground, and is in a healthy and promising condition.

CALIFORNIA.—The great interior valley of California promises a better yield of grain the coming season than ever before. Rains have fallen most opportunely up to the present time (April 2), and moderate spring showers are all that are needed to make the yield large and the grain plump. No high or drying winds have prevailed during the past month, except upon one or two occasions, when they were followed by immediate rain, thus destroying or neutralizing any deleterious effect. The acreage of grain is larger in the San Joaquin Valley than ever before, and nearly everywhere the crop is doing as well as could be wished.

MINNESOTA.—There has been but little threshing done in the north (of Minnesota this spring, owing to rough and generally wet weather. Like North Dakota, the grain is decaying in stack from the rains last fall, with the winter's snows blown into them and driving rains this spring. A large amount of rain this spring makes seeding rather backward in some places, although considerable is done. The area to be sown to wheat will be larger than usual, unless the backward season prevents the early sowing which is now deemed necessary to insure a good crop in the middle and southern parts.—*Minneapolis Market Record*.

ILLINOIS.—In his crop report of April 8 S. T. K. Prime said: Southern Illinois reports that wheat is not as far advanced as a year ago. It is from five to six inches high and has made rapid growth during the last week. This is owing largely to the heavy rains. There are no indications of as large a crop as last year. Farmers have sold little wheat since the recent decline, and a large proportion of it will be carried over into the new season if prices do not improve. Millers, as a rule, do not carry large stocks of wheat. Central Illinois reports that although the growth of wheat is not as great as at this time last year the plants look healthy and now cover the ground well.

MISSOURI.—In Northern Missouri much of the winter wheat is thin on the ground, the result of dry weather last fall. So far no wheat has been plowed up. The weather for the last two weeks has been favorable and the moisture ample and the crop commences to show up better than was expected. Farmers are still inclined to hold wheat and millers are not well supplied. In Southern Missouri the wheat does not cover the ground as well as last year and the prospects are that the yield will not be as large per acre as last season, although the outlook now is for a fair crop. Wheat is about four inches high. Farmers are still inclined to hold and the supply at the country mills is light.—*Prime's Crop Report*.

MINNESOTA.—The Minnesota Weather Bureau April 10 issued its first crop report for the season. In the northwestern counties the tenor of the reports is that the spring seeding will be done rather late. The central counties report that the seeding is retarded in the northern half by the recent rains. In the region of Montevideo the seeding is well under way. On the whole the seeding is somewhat backward in that section also. The southern counties are in a similar condition. At some places seeding is under way, but in the majority the farmers are waiting for the ground to dry. Some localities report winter wheat to be in poor condition. From all parts of the state the reports state that the recent rains have furnished sufficient moisture to insure a good start for the growing crops. In many places the ground is too wet for seeding.

WISCONSIN.—The crop bulletin issued by the Wisconsin Weather Bureau April 10 reports that winter wheat and rye seem to have passed through the winter in much better shape than was expected. It was thought by many that frequent thawing and freezing had broken off many of the tender roots, but nearly all our reports today show the crop in fair condition, and fully three-fourths of our correspondents consider it excellent. The drouth which prevailed during the fall seeding, and which was viewed with much apprehension at the time may have been a blessing instead of a misfortune. It is probable that its slow germination and the limited number of roots formed placed the crop in better shape to encounter the unfavorable conditions of winter. The ground is well stored with moisture. December, January and February have given precipitation considerably above the normal, and with warm weather all vegetation will probably come forward rapidly.

OHIO.—The secretary of the State Board of Agriculture furnishes the following concerning the winter wheat prospect: November 1 last an estimate was made of the area of wheat seeded for the harvest of 1892, the result being 2,795,215 acres, against 2,613,281 acres seeded for the 1891 harvest, as reported by township assessors. It will be observed there is an estimated increase over last year of about 180,000 acres, which, on an average yield, would represent nearly 3,000,000 bushels, but on the other hand the condition of wheat is so low and many fields are so nearly ruined that there will be considerable plowing up, so that the actual harvest will in all probability show even a less acreage than the harvest of last

year. The average condition of wheat for the state is estimated at 69 per cent. of a full average. Basing calculations upon an average acreage for harvest and comparing with a fair yield we have at present a prospective crop of about 22,000,000 bushels. The result of plowing up may, however, leave us less than an average acreage for harvest and a corresponding reduction in total yield. The present low condition of wheat is attributed to drouth and unfavorable conditions of soil at seeding time, in consequence of which the plant did not secure a good start or a good stand, and many fields were not able to fully withstand the winter freezes.

GOVERNMENT CROP REPORT.—The April report of the statistician of the Department of Agriculture makes the average condition of winter wheat on April 1, 81.2, and that of rye 87. The averages of the principal winter wheat states are: Ohio, 71; Michigan, 83; Indiana, 78; Illinois, 82; Missouri, 72, and Kansas, 77. The average of these six is 77, against 97.3 in April 1891. It is 97 in New York and 84 in Pennsylvania. In the states from Delaware to North Carolina it varies from 79 to 87, but it is 90 to 93 in the Southern belt east of the Mississippi, and somewhat lower west of that river. On the Pacific Coast the condition is higher. The seeding was generally late, in wheat especially, and in the Southwest later than in the states of the Atlantic Coast. The unfavorable seeding conditions were drouth, difficult plowing, lumpy soil, slow germination and imperfect stand and they were naturally followed by late and feeble growth. The plant was therefore generally small when the winter set in and apparently of weak vitality, the condition in December averaging 85.3. The present return is a reduction of 4.1 per cent. It is quite uniformly reported that the winter was not very severe and was in many sections mild. Winter killing was exceptional, or limited to flat or wet areas. Some correspondents note the lumpy condition of the soil as modifying the injury by freezing. Many correspondents report the crop improving in appearance at the date of the report and indicate a probability of further improvement with favorable April weather. The fact that a low condition is less the result of winter killing than of late germination development renders material recuperation possible under favorable meteorological conditions.

OBITUARY

Theodore Van Ahlt, grain dealer at Elkhorn, Neb., is dead.

W. A. R. Griffith, grain dealer at Baltimore, and member of the Corn and Flour Exchange, died March 8.

H. L. Edgerton of Edgerton & Winans, grain commission dealers at Chicago, Ill., died recently in Arizona, whither he had gone for his health. Mr. Edgerton had been connected with the grain trade for a number of years. He left a wife and two children.

Henry T. Kneeland, a grain dealer on the New York Produce Exchange, died recently of peritonitis, aged 52 years. Many years ago he went from Rochester, his native place, to New York and connected himself with the firm Carlos, Cobb & Co., which, on death of Mr. Cobb, was succeeded by the late firm Henry T. Kneeland & Co.

Henry F. Lewis, formerly well known as a grain dealer on the Chicago Board of Trade, died at his residence February 27, of paralysis. Mr. Lewis was born in Sterling, Conn., in 1833, and went to Chicago when 22 years of age and entered the grain business, being later associated with Boyden & Musick on the Board of Trade, from which he retired in 1871 with a handsome fortune. His wife and three sons survive him.

L. A. Gilbert, grain dealer at St. Paul, Minn., died at his residence in that city March 29, aged 55 years. He was born at Vernon, N. Y., and with his parents went West while a boy. He went into the grain business with T. R. Barden at St. Paul in 1875 and a year later formed a partnership with Charles McIlrath, which continued until 1884. Two years later he joined the firm Hoxie, Jagger & Gilbert, but withdrew in 1888 to take the management of the Minnesota & Dakota Elevator Company, which he gave up in 1890 and re-entered the grain commission business. Deceased was well and favorably known by the grain men.

"If there is any truth in the theory that spirits return to earth after death, I wonder what Stephen A. Douglas' spirit will think of the announcement that Charles Counselman has taken out a permit to erect a six-story elevator at the mouth of the Calumet River, to cost \$160,000," said an old-time broker. "I remember well," he continued, "the address made by Douglas when the corner stone of the old Chicago University was laid, way back in the '50s, in which he said that there were people within reach of his voice who would live to see a city at the mouth of the Calumet River as big as Chicago was then. Of course everybody present thought this statement to be simply oratorical hyperbole, such as Douglas was wont to indulge in at times, but time has shown that he was about right. Chicago at that time had a population of about 150,000. South Chicago now has 70,000, and at its present rate of growth will double this number in less than a decade."

PRESS COMMENT.

TERMINAL FACILITIES AT NEW ORLEANS.

The great trouble is that the terminal facilities at New Orleans are very bad. There has been an interminable tangle there all winter, and cars have been lost for weeks. The elevators are small and cannot handle the grain as fast as it is received. Added to this, there is a scarcity of vessels, and the whole matter has made much trouble for the roads. By their inability to get their grain to the seaboard some of the shippers may lose considerable money, as much of the grain is already sold for export delivery at a certain date. —*Kansas City Star*.

WHEAT IS IN MOURNING.

We are feeling very weary to-day. We are tired of seeing the wheat market go one way, and that the downward way. Wheat has lost its friends and is in mourning. Day by day it seems to present a weaker front, and to-day it is lower at Chicago than at any time on this crop, and the lower it goes the weaker is the market. We have nothing to say of the cause. We don't know of any. All we know about wheat values has been told in this circular repeatedly, and it has pointed to better prices, and all we can say is we are "sold again." —*Toledo Market Report*.

CARRIERS SHOULD BE HELD RESPONSIBLE.

The grain blockade at Boston and New York, before referred to, has brought serious losses upon a number of Canadian shippers, some of whom threaten to sue the Grand Trunk and Canadian Pacific railways for heavy damages for not delivering the grain on time. Stuff that should have arrived at the Fitchburg elevator, Boston, in December last is not even yet in the elevator. It certainly does not seem unreasonable that when railways insist upon grain being shipped to certain elevators or warehouses at seaboard, they should be held responsible for losses incurred through their nonfulfillment of contract. —*Montreal Trade Bulletin*.

A STATISTICIAN'S MISTAKE.

Dealers in grain, as in other commodities, are about as liable to be wrong in their estimates of future prices as they are to be right. If they were not they would only need to stay in the business long enough and they would all grow rich. Most of them are looking about half the time for a seapegoat, upon which to shoulder the cause of their mistakes. The statistician of the Washington Bureau of Agriculture carries off a load of them every month, on account of his crop estimates. If wheat goes up, following the estimate, the report is called a mistake by people whose interest it is for prices not to advance, while those whose cause is aided apply the credit of their success to their own sagacity. —*Market Record*.

THE CANAL BOAT.

We know that it is fashionable in some quarters to look upon the canal boat as an effete instrumentality belonging to a past generation. The freight train on the iron track goes thundering by the slow moving craft with its team of mules, and the brakemen laugh at the spectacle as if the canal had outlived its day of useful service. But every ton thus drawn by the fiery locomotive has to be moved at a rate split in half and the remainder pared still more, because of that tiny thread of water stretching across the country. If the frost would leave it uncoated with ice throughout the year, there would be a much smaller dividend on the railroad stock, and those who now ridicule the waterway as an antiquated structure would learn to pay it more respect. —*New York Journal of Commerce*.

DRIVING THE EXPORT GRAIN TRADE FROM NEW YORK.

The merchants interested in the grain trade of New York, it is to be hoped, are not yet prepared to let "the old ditch be filled up," as seems to be the desire of the railroads. But unless active measures are soon taken to improve the efficiency of the canal and to prevent the elevators from making exorbitant charges and discriminations, this will be the result. The West is already clamoring for an agreement with Canada for the reciprocal use by both countries of the canals connecting the lakes. Canada is not slow to see her advantage. Should regular through transportation become a reality, and unless New York offers equal or better means of transportation, New York will lose her present supremacy in the grain trade, largely instrumental in the building of which has been the Erie Canal. —*New York Commercial Bulletin*.

THE MINNESOTA ELEVATOR INVESTIGATION.

The recent grain investigation at St. Paul has resulted in nothing more than that the taxpayers will have to foot the bills of the men engaged in it. The summary of testimony, as reported, is to the effect that no abuses of great magnitude are proven to exist. There was plenty of talk about what used to be done up to a few years ago. But there was no proof furnished of any present conspiracies against the grain grower. There is no room for question as to the character of the demagoguery that led up to the investigation. It showed itself in a lot of reck-

less assertions in reference to the way in which the farmers were alleged to be trampled upon by most if not all other classes in the community. It is to be hoped the outcome of the investigation will be distrust of the blatherskites and then their suppression. The farmer would be much better off without them. —*Chicago Tribune*.

LEGISLATING AGAINST SMUT.

It has been mentioned in some quarters that legislation should be provided for the prevention of smut in wheat. Unlike some subjects regarding which legislative enactment could have no possible influence for good, this is a matter which can be remedied by proper measures. The prevalence of smut is an injury to the country at large. It is not only the individual who has smutty wheat who suffers. The sending abroad of this smutty wheat is an injury to the reputation of Manitoba. It is also well known that smut will perpetuate itself, and it therefore should be treated something the same as noxious weeds. The passage of an act to compel those who grow wheat to take proper measures to prevent smut could not be considered more arbitrary than are our laws for the prevention of the spread of diseases of animals or providing for the destruction of weeds. —*Winnipeg Commercial*.

LATE PATENTS

Issued on March 15, 1892.

BALING PRESS.—Andreas Mattijetz, Giddings, Tex. (No model.) No. 471,012. Serial No. 388,970. Filed April 15, 1891.

GRAIN METER.—Charles D. Sprague, Blairstown, Mo. (No model.) No. 471,034. Serial No. 388,125. Filed April 8, 1891.

OAT SCREEN.—Charles Closs and Jacob Closs, St. Ansgar, Ia. (No model.) No. 471,071. Serial No. 397,463. Filed June 25, 1891.

CORN SEPARATING SCREEN.—Charles Closs and Jacob Closs, St. Ansgar, Ia. (No model.) No. 471,072. Serial No. 397,464. Filed June 25, 1891.

GRAIN SCREEN.—Charles Closs and Jacob Closs, St. Ansgar, Ia. (No model.) No. 471,073. Serial No. 397,465. Filed June 25, 1891.

Issued on March 22, 1892.

ELEVATOR AND DUMP.—Alfred Peterson, Hinesborough, Ill. (No model.) No. 471,137. Serial No. 395,028. Filed June 4, 1891.

HAY PRESS.—Uldarique Gibeault, St. Isidore Junction, Canada. (No model.) No. 471,113. Serial No. 382,063. Filed Feb. 19, 1891.

Issued on March 29, 1892.

CORN AND COB CRUSHER AND GRINDER.—Fred S. Rich, Sycamore, Ill. (No model.) No. 471,828. Serial No. 394,349. Filed May 28, 1891.

GRAIN OR COFFEE CLEANER.—Thomas A. Seip, New York, N. Y., assignor to Jahez Burns & Sons, same place. (No model.) No. 471,901. Serial No. 394,350. Filed May 28, 1891.

GRAIN ELEVATING AND MEASURING MACHINE.—Simon P. Ford, Morrisonville, Ill. (No model.) No. 471,965. Serial No. 405,495. Filed Sept. 12, 1891.

Issued on April 5, 1892.

BALING PRESS.—William Hemingway, Philadelphia, Pa. (No model.) No. 472,049. Serial No. 396,888. Filed June 20, 1891.

GAS ENGINE.—John Charter, Sterling, Ill. (No model.) No. 472,106. Serial No. 376,473. Filed Jan. 2, 1891.

SEPARATING CORN SHELLER.—Michael C. Shindle, Mountville, Pa. (No model.) No. 472,181. Serial No. 333,244. Filed Dec. 10, 1889.

HAY PRESS.—John A. Hayes, Rogers, Ark. (No model.) No. 472,349. Serial No. 413,589. Filed Nov. 30, 1891.

GRAIN CONVEYOR.—Henry M. Hastings, Cooksville, Ill. (No model.) No. 472,454. Serial No. 405,230. Filed Sept. 9, 1891.

Foreign countries have appropriated more than \$4,500,000 for exhibits at the World's Columbian Exposition in Chicago.

That Kansas City has got to look to the Southeast for a market and to a Southern port for an outlet for its grain if it desires to grow and become a factor in the grain market, is becoming more and more evident day by day. The question of rates has become so muddled in the past few weeks that this is the common talk, not only among grain men but others, and if Mr. Lockwood's prediction that Memphis will in the near future become a deep water port, it certainly means much for Kansas City. —*Star, Kansas City*.

ITEMS FROM ABROAD

Cape Colony in South Africa produces every year 2,000,000 to 3,200,000 bushels of wheat.

Continental Europe has imported 28,842,000 bushels of corn since August 1 and up to March 19.

Spain imported in January 82,400 bushels of wheat, and since the cereal year began 1,400,000 bushels.

Montenegro is suffering from a famine, owing to the prohibition of grain exports from its neighbor, Russia.

Corn grown exclusively in the Kutais Province of Russia may be exported by reason of the ukase issued March 6.

The United Kingdom imported 38,082,000 bushels of corn during the period beginning August 1 and ending March 19.

Portugal imported last November only 4,400 240-pound sacks of flour, against 77,600 bushels of wheat and 2,200 sacks of flour in November, 1890.

Sweden's new duties of 67 cents per 220 pounds on wheat meal and rye meal and of 33½ cents per 220 pounds of wheat and rye went into effect March 26.

Russia has repealed the decree prohibiting the export of wheat meal from ports on the Azov and Black Seas, but wheat must be imported equal in quantity to the meal exported.

An analysis of the bread of the famine districts in Russia shows that it is adulterated with 10 per cent. of woody fiber, husks, leaves, seeds, sand, etc., and is entirely unfit for human food.

India shipped in the twelve months ending with March of wheat 58,312,000 bushels; against 26,080,000 bushels, and 25,840,000 bushels in the corresponding periods of 1890-91 and 1889-90 respectively.

The increased duty proposed by France will have the effect of driving grain out of the bonded warehouses before June 1 to escape this increase, thus causing a disappearance of the large quantity in store.

Hungary exported in February 920,000 bushels of wheat, 1,062,000 bushels of corn and 1,030,000 bushels of barley, against 1,944,000 bushels wheat, 300,000 bushels corn and 1,000,000 bushels barley in February, 1891.

The Argentine Republic exported in 1891 11,840,000 bushels wheat and 2,211,000 bushels corn, against 12,000,000 bushels wheat and 278,200,000 bushels corn in 1890, and 832,000 bushels wheat and 16,986,000 bushels of corn in 1889.

The Argentine Republic exported last year 11,320,000 bushels wheat, 2,297,000 bushels corn, 240,000 bushels of flaxseed, and 55,000 240-pound sacks of flour; against 12,000,000 bushels wheat, 27,882,000 bushels corn, 1,128,000 bushels flaxseed, and 94,000 240-pound sacks of flour exported the year before.

Roumanian ports on the Danube exported last year 24,943,544 bushels wheat, 30,648,000 bushels corn, 14,850,000 bushels barley, 4,902,000 bushels rye, and 418,000 bushels oats, against 36,522,912 bushels wheat, 30,360,000 bushels corn, 10,083,000 bushels barley, 3,084,000 bushels rye and 532,000 bushels oats in 1890.

France imported during February 7,000,000 bushels wheat, no rye; 1,310,000 bushels barley, 142,000 bushels oats, 600,000 bushels corn and 70,000 240-pound sacks of flour; against 3,672,000 bushels wheat, 27,000 bushels rye, 283,000 bushels barley, 950,000 bushels oats, 162,000 bushels corn, and 15,000 240-pound sacks of flour in February last year.

France exported during February 216,000 bushels wheat, 334,000 bushels rye, 700,000 bushels barley, 361,000 bushels oats, 43,000 bushels corn, and 50,000 240-pound sacks of flour; against 152,000 bushels wheat, 43,000 bushels rye, 150,000 bushels barley, 76,000 bushels oats, 68,500 bushels corn, and 60,000 240-pound sacks of flour, exported during February, 1891.

Holland imported in February 1,840,000 bushels wheat, 540,000 bushels rye, 133,000 bushels barley, 1,904,000 bushels corn, 85,500 bushels oats, 63,000 240-pound sacks flour; and 10,000 sacks of rye flour, and exported 1,520,000 bushels wheat, 710,000 bushels rye, 175,000 bushels barley, 600,000 bushels corn, 161,500 bushels oats, 9,000 sacks wheat flour, and 6,000 sacks of rye flour in the month of February last year.

In reviewing wheat trade conditions *Beerbohm* remarks: "The relative cheapness of Indian wheats can hardly pass unnoticed, and the cause thereof is to be found in the unprecedented low price of silver, and the consequently low rate of exchange, the rupee being quoted at 1s. 3½d., against 1s. 5½d. at this time last year, a difference of 1½d., which has the effect of cheapening Indian wheat, relatively speaking, by about 1s. 3d. per quarter.

Italy imported in January 832,000 bushels of wheat, 214,000 bushels of corn, 46,200 bushels of barley and 100,000 bushels of oats, against 1,536,000 bushels of wheat, 205,600 bushels of corn, 37,500 bushels of barley and 80,000 bushels of oats in January, 1891. The exports in January were 1,920 bushels of wheat, 17,000 bushels of corn and 177 bushels of barley, against 400 bushels wheat, 31,680 bushels corn and 10,000 bushels barley in January, 1891.

Fires, Casualties, Etc.

S. C. Christ's brewery at Brookville, Pa., was recently burned.

The Virginia Brewing Company's plant at Roanoke was recently burned.

Henry Weinhard's brewery at Portland, Ore., was recently burned. Insured.

The Brainerd Brewing Company of Brainerd, Minn., recently suffered loss by fire.

Jones, Bergen & Co.'s elevator at Nanticoke, Pa., was recently burned. Loss \$25,000.

White & Johnson's elevator at Tbay, Kan., was burned March 15. Loss \$5,000.

The St. Paul White Lead & Oil Company of St. Paul, Minn., recently suffered loss by fire.

The Farmers' Elevator at Fergus Falls, Minn., was recently damaged by fire. Insured.

The tin roof of Jas. S. Rowe's grain elevator at Wilton, Ia., was torn off by the wind April 1.

The Troutdale Distilling Company's plant at Portland, Ore., was burned April 8. Loss \$100,000.

A large elevator at Kansas City, Kan., was unroofed and otherwise badly damaged by a high wind April 1.

The elevator of the H. J. O'Neill Grain Company at St. Charles, Minn., was damaged by fire March 31. Insured.

The brick casing on the east side of the Smith Elevator at Boone, Ia., was blown down at noon April 1 by a windstorm.

R. F. Donaldson's grain elevator at Courter, Ind., was burned March 23, together with its contents. Loss \$3,000; fully insured.

A tornado unroofed an elevator at Cerro Gordo, Ill., March 26, owned by the Sbellabarger Mills & Elevator Company of Decatur.

The elevator and mill of the Sargeant Milling Company at Joplin, Mo., was burned March 13. Loss \$100,000; insurance \$34,850.

An elevator at St. Paul, Ind., owned by Theo. Reed & Co., was burned March 16. Loss \$7,000; insurance on building \$3,000; on stock \$2,000.

The elevator at Hawley, Minn., on the Northern Pacific Railway, was burned April 9. Loss, on building, \$5,000; on grain, \$15,000; fully insured.

The malt house of the Buffalo Brewing Company at Sacramento, Cal., was burned March 15, together with several hundred tons of barley and malt.

A floating grain transfer elevator at New York City was burned March 13. It was known as the "America," and was owned by the elevator trust. Loss \$15,000.

Mackay & Guest's elevator, and grist mill at Renfrew, Ont., was burned March 26, together with 20,000 bushels of wheat. Insurance on building \$8,000; on grain \$8,000.

Jacob Hinicker's elevator at Etler, Minn., was burned recently with 2,700 bushels wheat, 1,300 bushels flax and 200 bushels oats. Loss on building \$5,000; insurance \$2,500.

Three floors of the dry kiln of the Kraus-Merkel Malting Company at Milwaukee, Wis., fell on March 10, with the 4,000 bushels of barley stored thereon. Loss \$15,000.

The grain elevator of the Nelson Barber Company and Church's warehouse at Ithaca, Mich., were burned March 27, together with 20,000 bushels of grain. Loss \$14,000; insurance \$7,000.

The nine-year-old son of Ira Washburn, grain dealer at North Redwood, Minn., was smothered to death March 26 in his father's elevator while attempting to let wheat out of a bopper bin.

The Merchant Flouring Mills Elevator at Erie, Pa., on the Lake Shore & Michigan Southern Railroad, was destroyed April 1 by a fire that started in an adjoining factory. Loss \$125,000, on building and contents.

A windstorm damaged some of the elevators at Duluth, Minn., March 9, to the extent of \$20,000. The roofs and metal siding were torn off in some cases and two heavy conveyor galleries were blown down.

Thompson's grain warehouse at Waxahachie, Tex., was burned February 27, together with hay and feed and 11,000 bushels of oats and corn, on which the loss was \$6,500; insurance \$3,500. Loss on building \$2,700; insurance \$2,000.

By the collapse of a scaffold on top of the new elevator at Galveston, Tex., March 14, nine or ten men were thrown to the bottom of the bins and hurt, one of them seriously. As most of the 62 men employed were on

top of the building, it is remarkable that so few were hurt.

A distillery at Riverton, Ill., was recently burned. Loss \$10,000.

A bay shed of the Erie Railroad at Jersey City, N. J., adjoining the Erie Elevator, was burned March 12, together with several thousand bales of hay, valued at \$10,000, and two grain-laden canal boats on which the loss was \$40,000.

Marsou & Brosseau, dealers in hay and feed at Montreal, Que., suffered a loss of \$30,000 March 29 by a fire which destroyed their warehouse at midnight. The storekeeper's family lived in the building and narrowly escaped suffocation. Insurance small.

Latest Decisions.

Rights of Surety on Note.

Where the holder of a note knows that a surety thereon is an accommodation surety, without consideration, he is bound to treat him in perfect good faith, and where he induces the debtor to apply a payment intended for that note upon another, on which the surety is not liable, and then extends the time for payment without the consent of the surety, the liability of the surety is thereby ended. —*Morris vs. Booth, Court of Appeals of Texas, 18 S. W. Rep., 639.*

Dangerous Condition of Machinery.

The owners of machinery are guilty of gross negligence by leaving bevel-wheel and cogs uncovered, knowing them to be imminently dangerous to human life and limb in this uncovered condition; and if a workman engaged with the machine in this condition attempts to oil the cylinder, without the knowledge of the uncovered condition of the bevel-wheel and cogs, and in this attempt loses his hand, the owners of the machine are liable for damages sustained by such injury. —*Martin vs. Leavgood, Supreme Court of Kansas, 28 Pac. Rep., 977.*

Recovery of Margins on Option Contract.

Though the contract for the future delivery of wheat, intended only as a speculation on the probable difference in price, no actual delivery being contemplated, is illegal, as a gaming contract and not enforceable, yet a sum of money representing the margins deposited and the profits realized in the deal, paid over by one of the parties to the broker who negotiated the transaction, to be by him paid to the other, can be recovered in an action by the latter against the broker, on proof of such payment. —*Floyd vs. Patterson, Supreme Court of Texas, 18 S. W. Rep., 654.*

Check as Evidence of Receipt.

A receipt for money is only prima facie evidence of payment. It may be explained or disproved, and is only valid when not successfully impeached or when admitted. A check bearing the indorsement of the payee stands on the same basis. Where several different transactions exist between the parties, either may show what was the exact application made of the amount of the check, and the fact that its amount agrees with the balance of one particular account is not conclusive evidence that it was in payment of that account, when there are others to which it was applicable, although it would raise that presumption. —*Hendricks vs. Leopold, Court of Appeals of Texas, 18 S. W. Rep., 638.*

Liability of Carrier.

The Appellate Court at Chicago has reversed the decision of the trial court in the case of W. W. Shearer & Co. vs. the Pacific Express Company. Shearer & Co. were doing business at the stock yards, and had dealings with one J. C. Stubblefield, who was engaged in buying grain and stock in Kansas, Missouri and Texas, and who from time to time applied to the firm for advances of money. In April, 1889, an impostor telegraphed to the firm from Chetopa, Kan., for \$4,000. The money was sent to the impostor by the Pacific Express Company, and the man claiming to be J. C. Stubblefield was identified by a hotel keeper and received the money. The deception was discovered when the genuine Stubblefield arrived in Chicago. Then suit was brought against the Pacific Express Company. In the court below judgment was entered for the defendants, which finding the Appellate Court reverses, the opinion being written by Judge Moran. He says: "The rule as to the liability of express companies to safely deliver matter entrusted to them is thus stated by our Supreme Court: 'They become insurers for safe delivery; being so, nothing can excuse them from their obligation safely to carry and deliver but the act of God or the public enemy.' In this case there cannot be the slightest doubt that Shearer &

Co. supposed that the request for money came from J. C. Stubblefield, with whom they had dealt. It was the duty of the express company to strictly observe directions and deliver the money to J. C. Stubblefield, the consignee. A failure to do so, not induced by any negligence of the consignor, whatever the circumstances of fraud or imposition that brought it about, will not excuse the carrier. He delivers at his peril, and the question of his care or diligence, be it ever so great, is not to be considered."

Warehouse Receipts.

In the case of the First National Bank of Chicago vs. Robert J. Dean, the Superior Court of New York City held that warehousemen are not responsible for damages which arise by their tortious acts, but sometimes for losses occasioned by the innocent mistakes of themselves or their servants. Thus they are liable for making a delivery of goods to a person not entitled to receive them. Story, Bailm., §414 2 Amer. and Eng. Enc. Law, pp. 888, 890. Their business has increased with the evolution of trade and commerce, and their rights and liabilities are defined by custom and by statute, so that they are generally understood by business men. They have for years issued warehouse receipts for goods stored with them, and the transfer thereof from one holder to another has been regarded as a symbolical delivery of the goods. These receipts were not negotiable at common law, for the reason that "negotiability only exists in the case of absolute promises for the payment of money, a thing negotiable in itself, and which cannot be reclaimed by the true owner from any one who has received it bona fide and in exchange for a valuable consideration. But chattels personal are wholly unsuceptible of negotiation in themselves, and it was deemed manifestly inconsistent to give the documents which represent them a different character." 1 Smith Lead. Cas. (Amer. Ed.), 895, 896. To facilitate the transfer of warehouse receipts and to aid transactions on the faith thereof, a statute was passed making them negotiable by indorsement. Laws 1858, c. 326, §6. This was designed to protect purchasers and pledgees, irrespective of the validity of the transfer as between the immediate parties. Whitlock vs. Hay, 58 N. Y., 434. To further protect the public, warehousemen were forbidden to issue receipts or vouchers for goods not actually in store, and it is a penal offense to issue fictitious certificates. 1858, c. 326; Laws 1866 c. 440; Pen. Code, §629. Under these provisions the plaintiff, by the transfer to it of the warehouse receipts as security for present and future advances, became the owner of the goods stored and entitled to their possession, without regard to the equities existing between the preceding holders. A lender on collateral security is as much a purchaser for value as if he bought out and out. Roxborough vs. Messick, 6 Ohio St., 448; 2 Amer. Lead. Cas. (5th Ed.) 235. The exigencies of trade called warehouse receipts into being. They are substantially acknowledgments by public or private agents that they have received merchandise, from whom, or on whose account; and usage has made the possession of documents equivalent to the possession of the property itself. Thus warrants or receipts are habitually issued for the merchandise deposited in the various warehouses; and as it is expressly or tacitly agreed that the goods shall be surrendered if the warrant, vouched by the order or indorsement of the owner, is presented, a sale attended by the transfer of such an instrument is as effectual as if the property were banded over to the purchaser. This is a mere extension of the rule that when actual delivery is impracticable, a symbol may be substituted for the goods. 1 Smith, Lead. Cas. (8th Ed.), p. 223.



John F. McLaren has been elected registrar of grain in private warehouses by the Duluth Board of Trade, in the place of M. A. Hayes, who has resigned.

Fred A. Allen, manager of the West Seattle Terminal Railway, and Miss Belle Young, both of Seattle, Wash., were married at Jacksonville, Ore., on Monday, March 14. Mr. Allen is very popular and always makes friends wherever he goes. At the age of 14 he began in the railway business at Kansas City, and afterward took a position with the Columbia & Puget Sound Railroad Company at Seattle and later with the Puget Sound Shore Railroad Company. More recently he filled the position of auditor for the Seattle, Lake Shore & Eastern Railroad Company with great credit to himself, being the youngest man that ever held such a position in the United States. Resigning his position in 1889, he took the business management of the Seattle Daily Press, and raised it from obscurity to the front rank of evening papers. A year and a half ago he accepted his present position.



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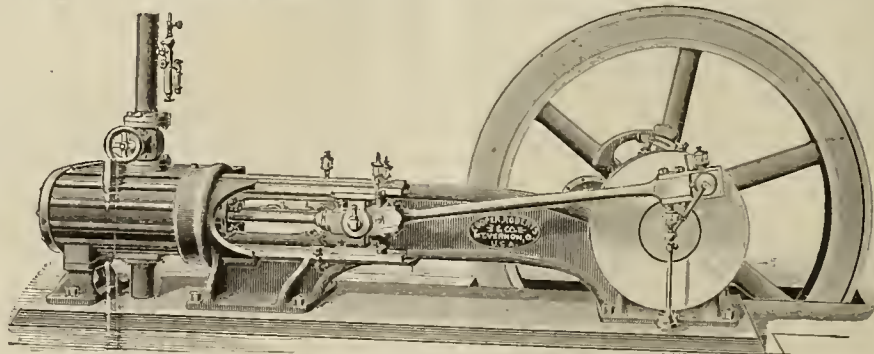
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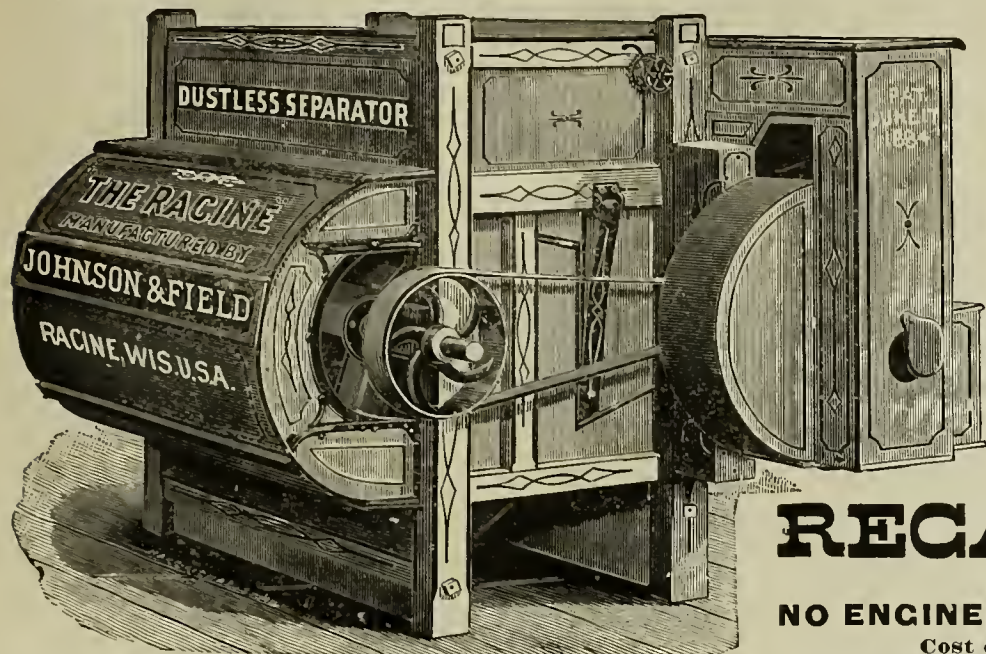
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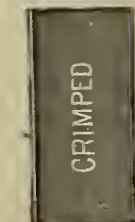
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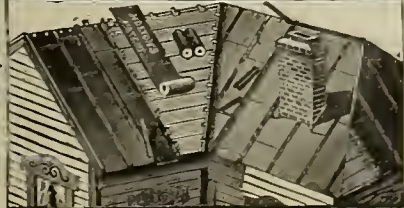
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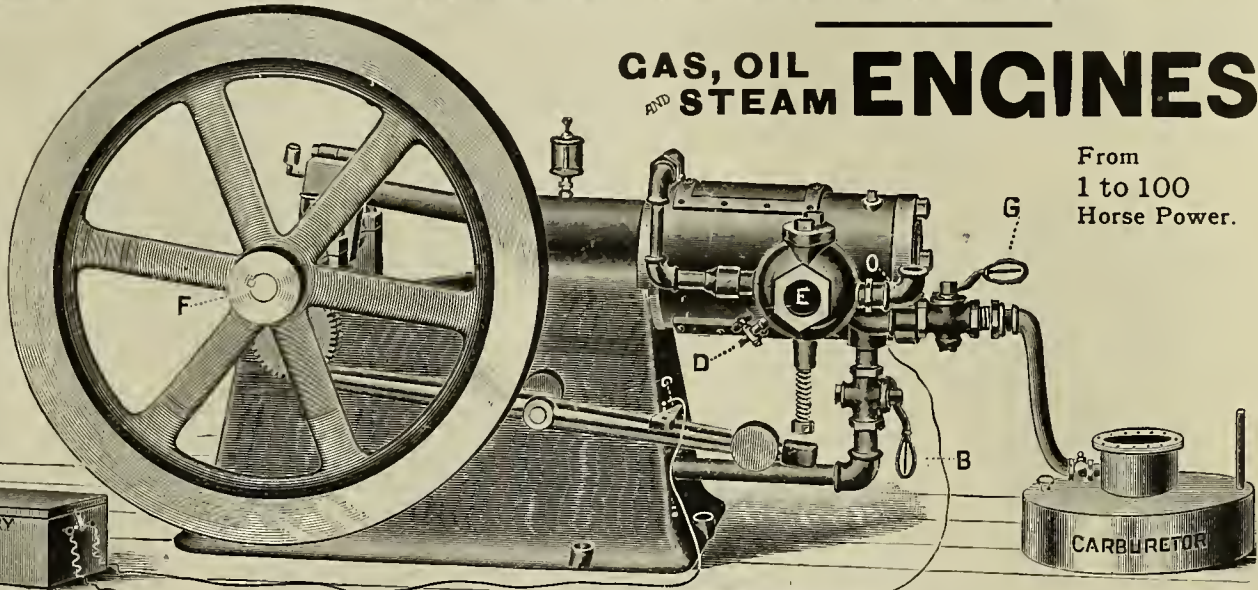
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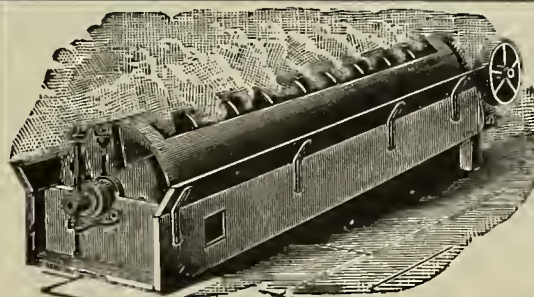
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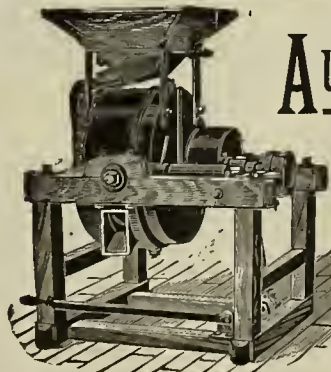


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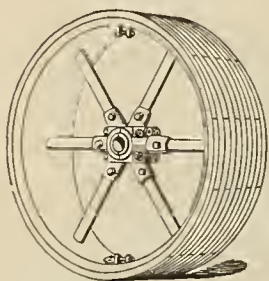
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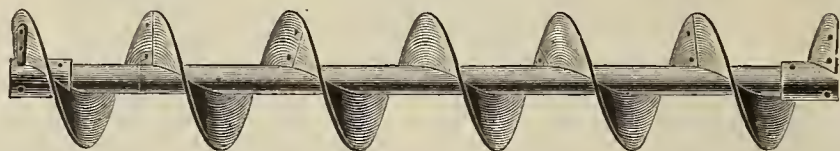


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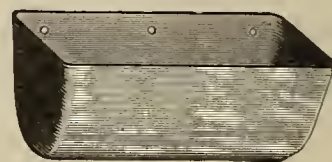
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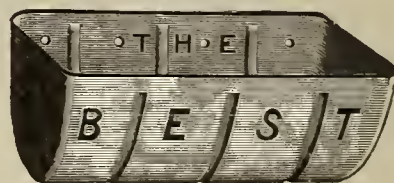
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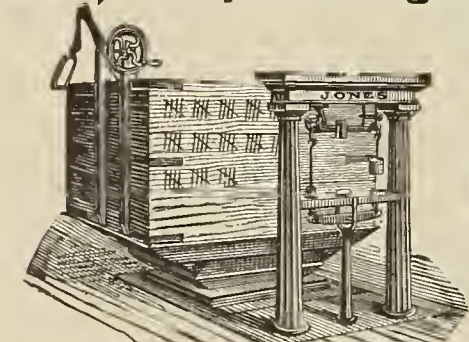


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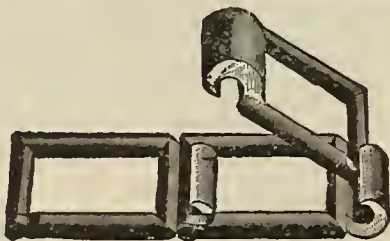


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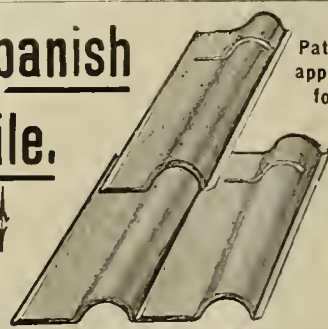
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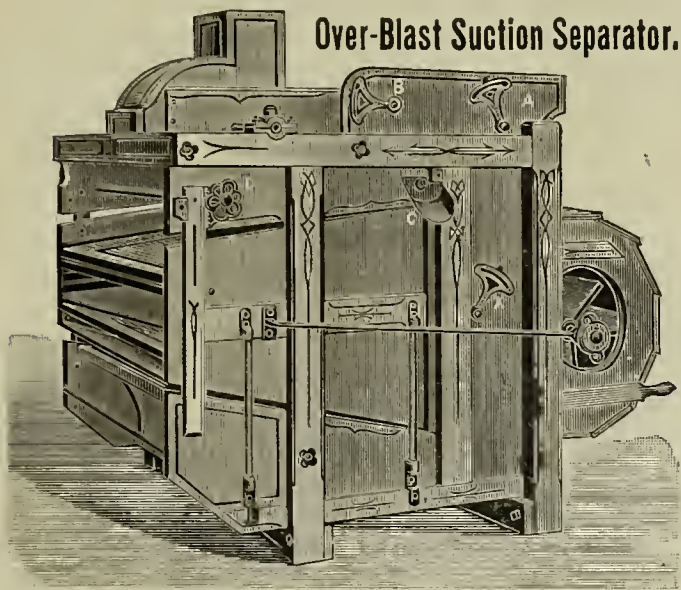
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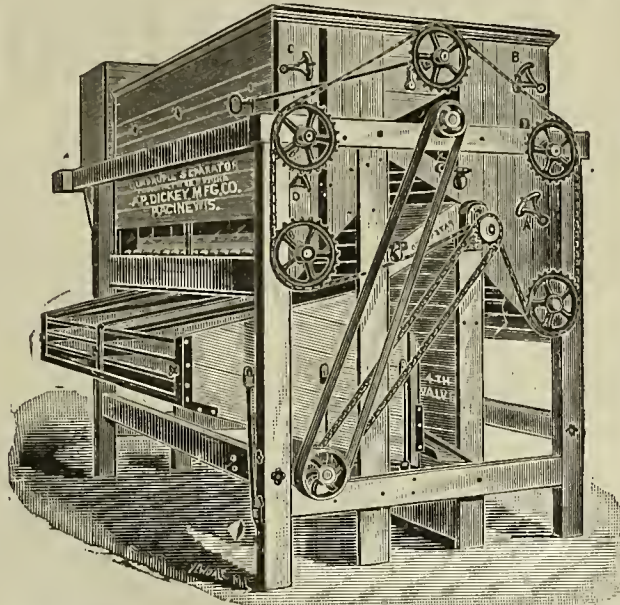
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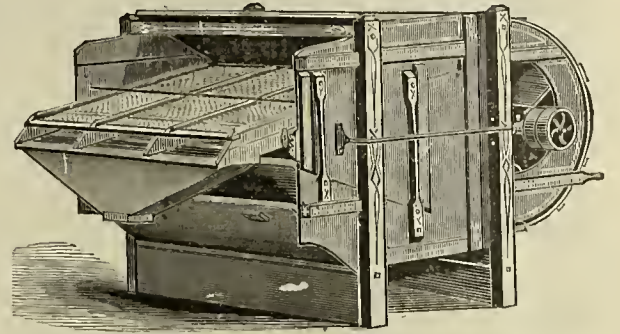
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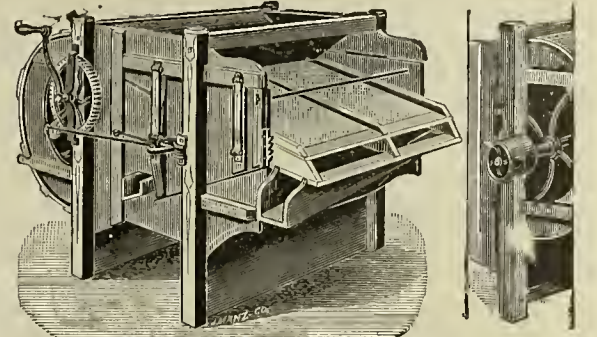
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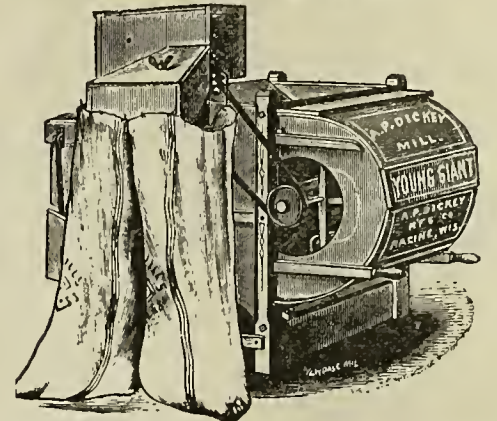
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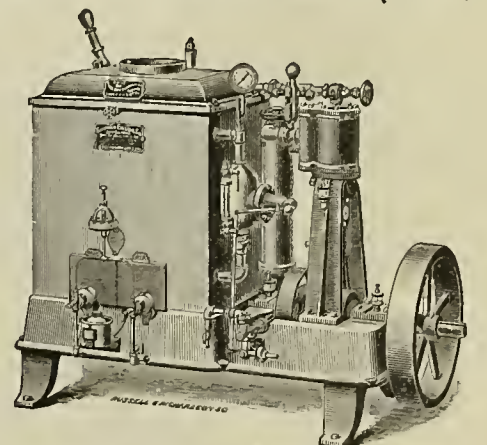
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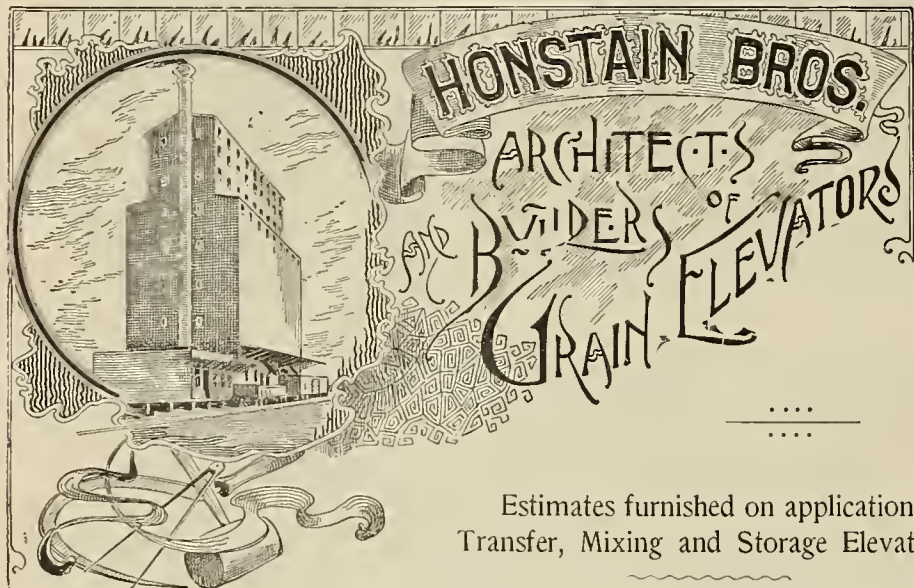
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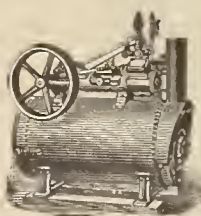
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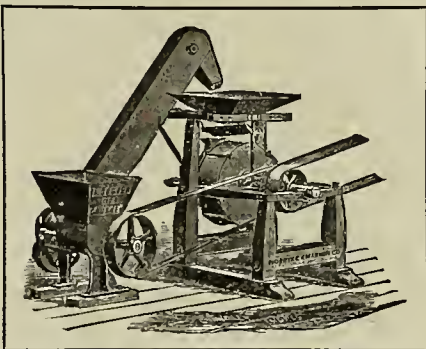
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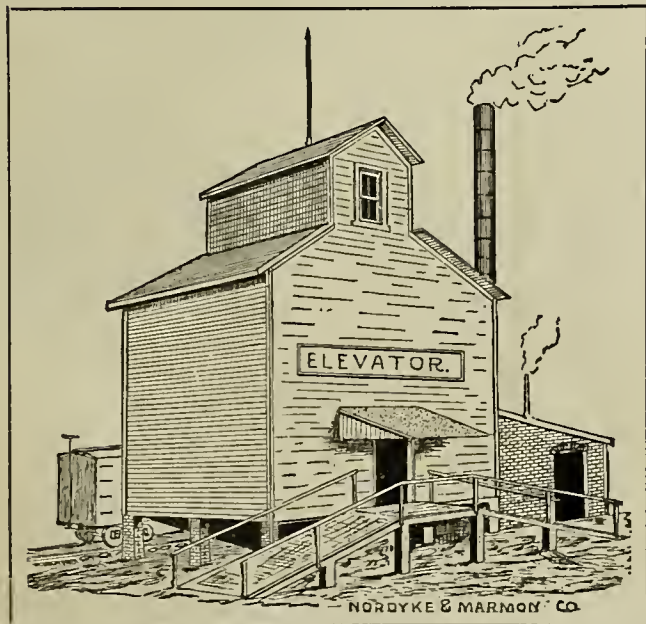


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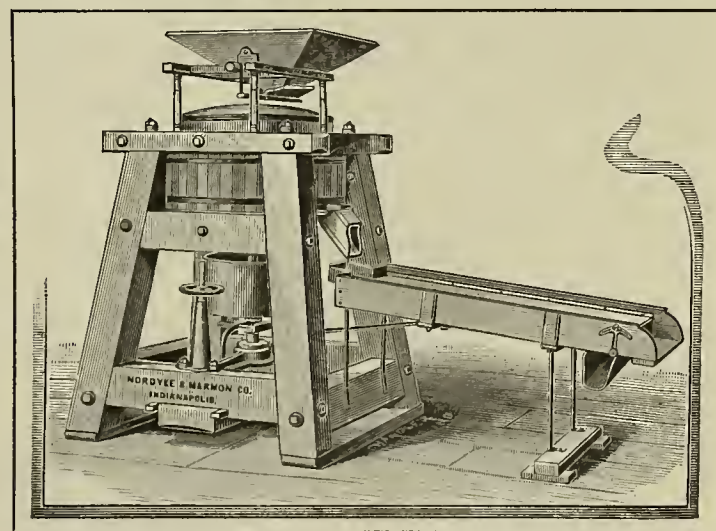


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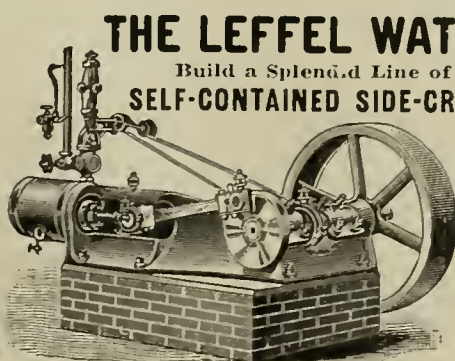
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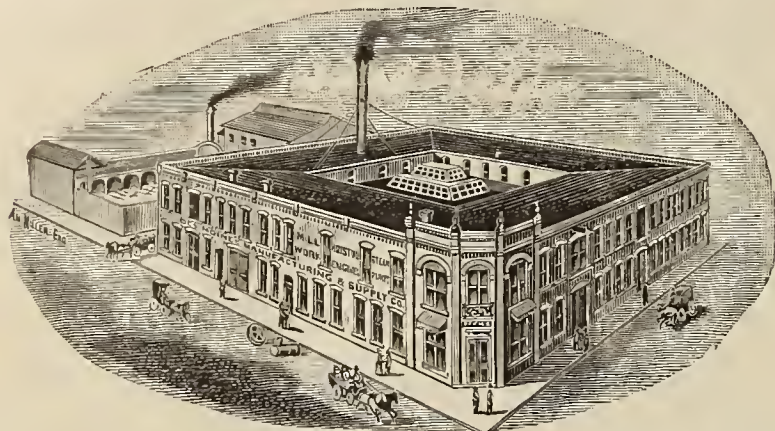


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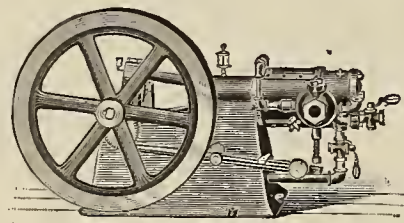
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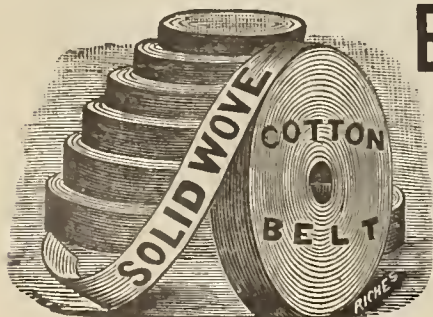
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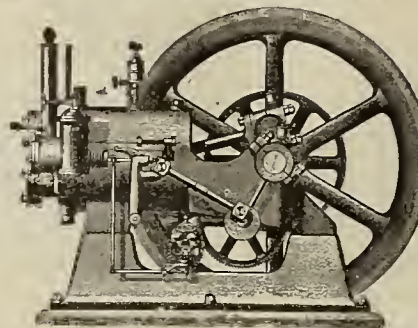
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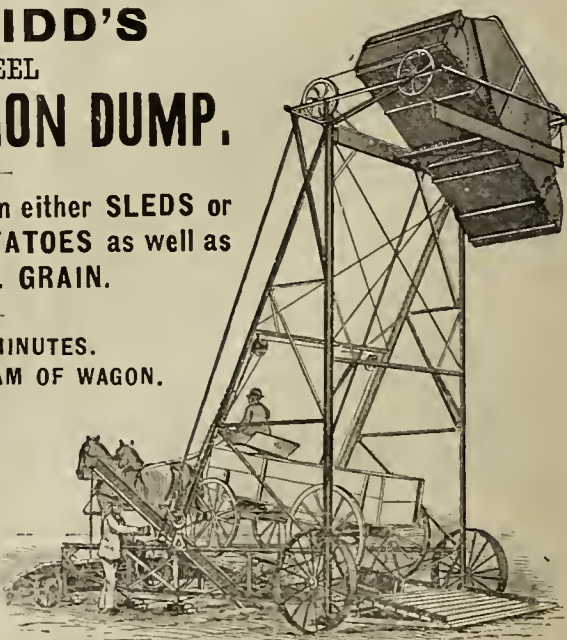
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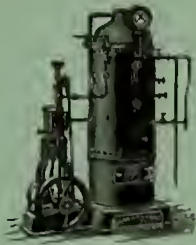
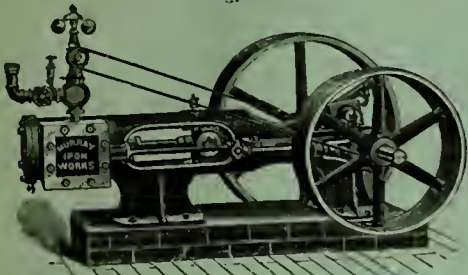
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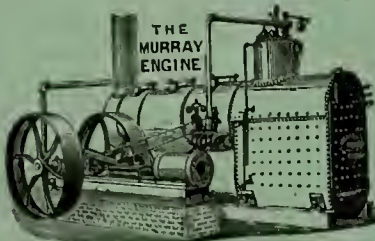
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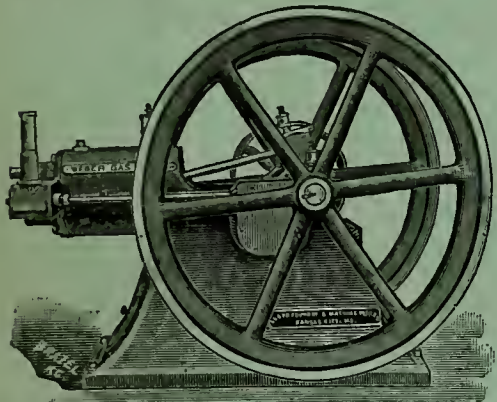
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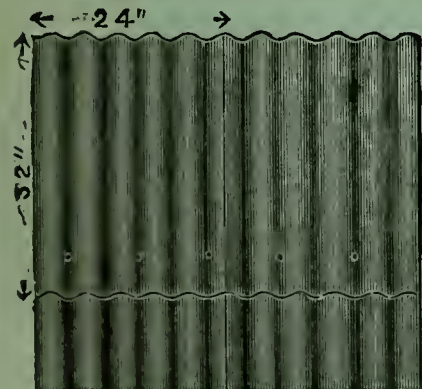
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PLATTE CITY, MO., Sept. 12, 1891.
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GENTLEMEN:—In answer to your inquiry as to how we are pleased with the No. 4 power Weber Gasoline Engine in our Elevator at Camden Point, Mo., we will say we are well pleased, and have been from the first. It runs three sets of elevators, with a lifting capacity of 350 bushels each, two for wheat and one for screenings, 110 feet of conveyor, and one No. 1 "Western Separator." We receive wheat at end of building, convey 60 feet, raise 50 feet, drop to separator, and from separator to second set of elevators, raise again 50 feet, and convey to bins 50 feet. Equal to 700 bushels per hour, by double elevation at one time, at a cost of 10 cents (one gallon of gasoline). We find the greatest saving over steam to be on days we have the least work to do. We have started up, taken in, cleaned and put away one hundred bushels of wheat for five cents, actual cost of power. We find the engine simple and easily run. One man does all our work, receiving, paying and cleaning wheat, and attends the engine. We cannot say too much in its praise for elevator purposes. Our insurance is 2 per cent., same as steam rate, which, we think, when understood, will be considerably less. Certainly the danger from fire is not near so great.
Very truly yours, J. W. MAGEE, Manager.

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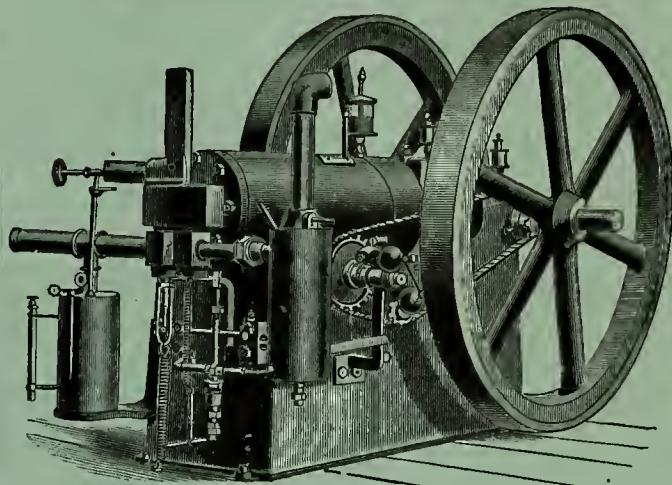
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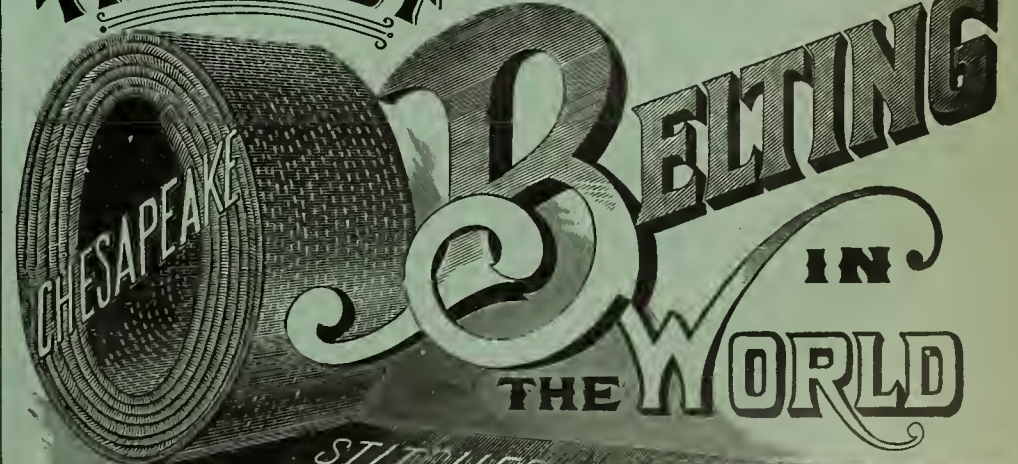
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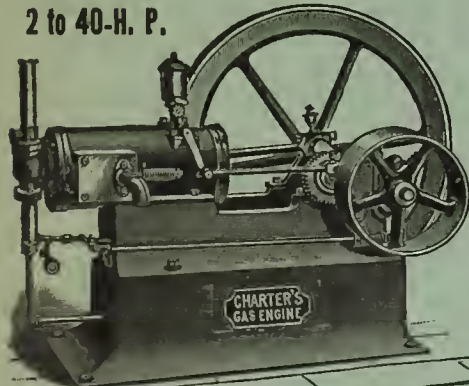
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